

# ATLANTIC FISHERMAN

JULY  
1950



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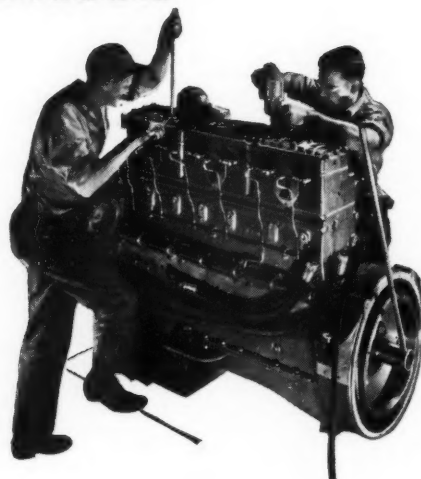
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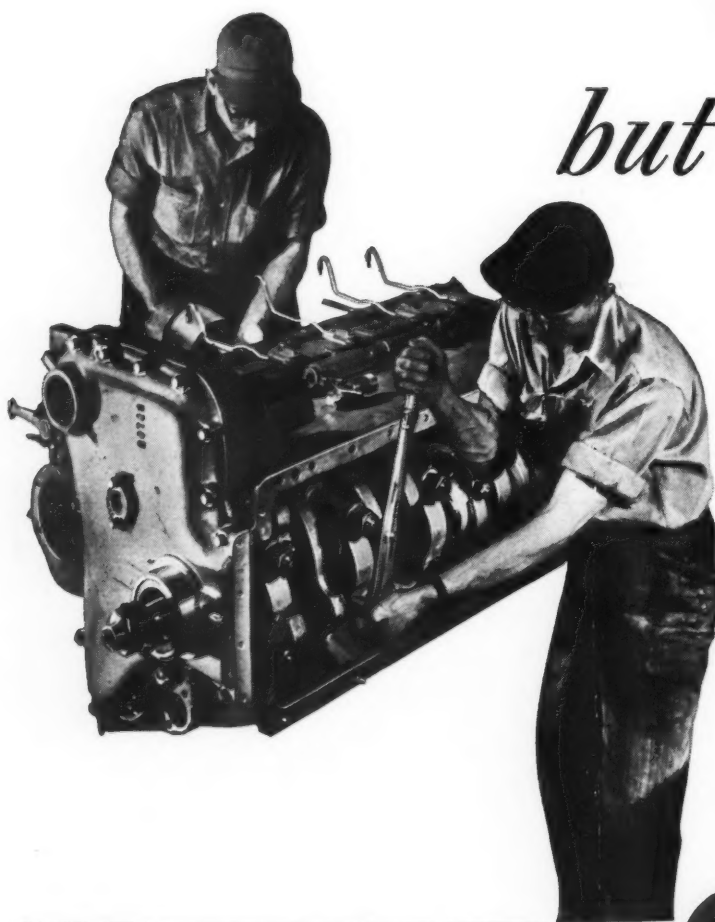
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## Fisheries Should Have Fair Share of Domestic Market

Last month the fishing industry again sent representatives of management and labor to Washington to attend hearings regarding further tariff negotiations. Additional tariff reductions on numerous products, including fish, will be considered at the International Trade Conference to be held at Torquay, England in late September.

The Committee for Reciprocity Information heard East and West Coast witnesses testify that the fishing industry cannot afford to have lower tariffs, and in fact, is in serious need of additional protection from increasing imports.

It is hoped that the strong evidence presented by numerous well-qualified industry authorities will stem the tide against further reductions. However, the possibility of securing increased duties is probably remote, in view of the Administration's desire to promote world trade.

At the hearings Congressman Nicholson of Massachusetts stated that the present specific rate of duty on fish imports should be supplanted by an ad valorem duty. When the protective tariff of 1930 was established, the duty was equivalent to about 25 percent ad valorem. Because of the increase in the price level since then, the tariff now represents only 8 percent on the same basis. Nicholson pointed out that the ad valorem duty would provide a flexible rate of protection that would fluctuate with the market, whereas the present specific rate bears no particular relation to the price structure.

The fishing industry unquestionably needs added protection against foreign imports. Even with the most efficient operation, it is extremely difficult for the fisheries to effect economies which will offset the much lower labor costs of foreign countries.

In addition to being faced with increased foreign competition in this country, the domestic industry is losing much of its export market. Foreign countries have imposed import quotas and currency restrictions which apparently are all right for them to practice against our industry, but which our government refuses to use to protect us.

We have developed a growing market for fishery products in this country, only to have the foreign producers come in and capitalize on it. It would seem only just to regulate the flow of foreign fishery imports so that our producers are assured of being able to operate at a level which will provide a fair return on their investment and give employment at a satisfactory wage.

The possibility of subsidies for fishermen has been suggested, and there are those who feel this would be the solution to the import problem. Proponents of subsidies say that if the farmers are able to enjoy such benefits, why shouldn't the fishermen. Since the Government is subsidy-minded, this might well be the easiest way to offset the lower foreign costs.

However, there are many who have voiced objection to subsidies because they fear the resultant controls which the Government might impose.

The fishing industry is not looking for free hand-outs. All it wants is an opportunity to compete with foreign producers on an equitable basis. To do this requires some form of import regulations which will offset the price disadvantage that now faces the domestic industry.

If we can't have an adequate ad valorem duty, then we should have a fixed quota on fish imports which would allow our industry a sufficient share of the domestic market to insure its continued well-being. In times of National emergency, the fishing industry always has proved itself to be on the line of first defense in supplying food and ships. Such a valuable asset should not be sacrificed in the least, world trade notwithstanding.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers  
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI

JULY 1950

NO. 6

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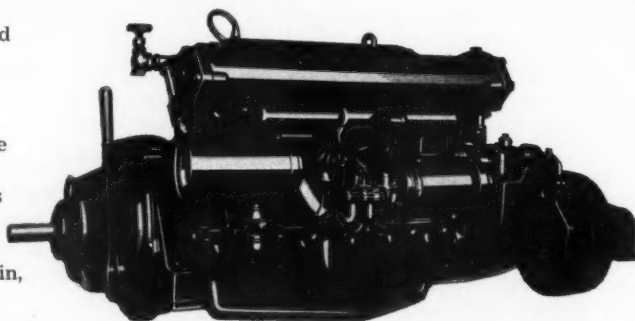
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we'll get our *NORDBERG*."**

**... "if we had it  
now, we'd be first  
back to port!"**

**Y**OU'LL hear more and more talk like this among practical-minded fishermen who have witnessed the reliable performance of Nordberg powered boats in their fleet . . . and have heard the high praise given by the skippers who have been "shipmates" with Nordberg power.

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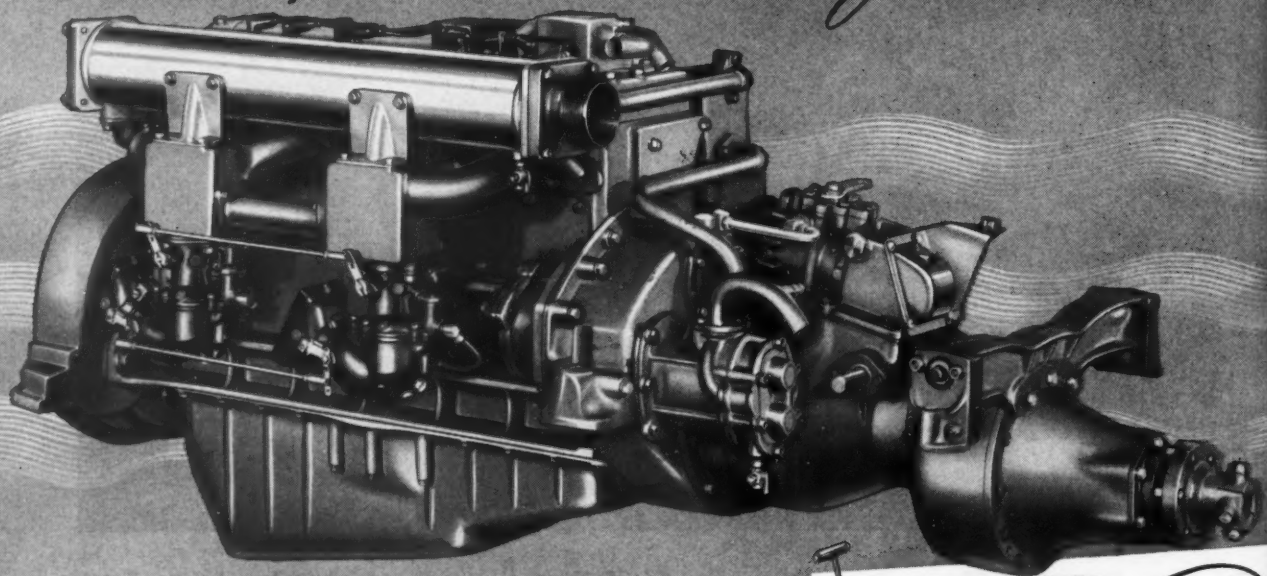
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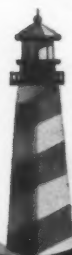
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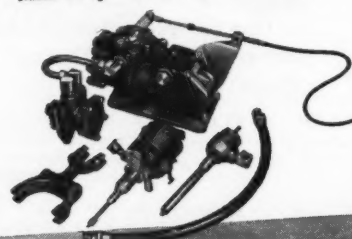
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IM-7



# Sounding-Lead

**BILLS REPORTED** The Senate Commerce Committee has approved a resolution which would set up machinery for U. S. participation in the Northwest Atlantic Fishery Conservation Pact. The measure, by Senator Green of Rhode Island, would set up a three-member U. S. commission to work with similar groups from other countries participating in the pact.

The resolution requires the President to appoint to the commission a representative of the U. S. Fish & Wildlife Service, a representative of the public and an official of the recognized fishery agency of one of the affected areas.

This provision prompted protests from boat owners and officials of the Atlantic Fishermen's Union that the measure ignores their groups. Proponents of the bill claim, however, that owners' and fishermen's interests would be adequately protected by a 25-member advisory board selected from branches of the industry plus representatives of consumers.

The owners and fishermen also argue that the measure gives the States an unnecessarily strong position in the commission.

The House Committee on Merchant Marine and Fisheries has made a favorable report to the House on H. R. 7209 sponsored by Congressman Herbert Bonner of North Carolina. The bill consolidated the subject matter of three bills providing for a study of the fisheries along the Atlantic Coast.

It would direct the U. S. Fish & Wildlife Service to undertake a study of fish of particular interest to sports anglers of the Atlantic coast; undertake a study of the shortage, propagation, etc., of certain valuable species of fish in the Chesapeake Bay and tributaries; and undertake a continuing study of white shad, herring, etc., in Albemarle and Pamlico Sounds and tributaries.

Also reported favorably by the Committee were H. R. 7887, which amends the Atlantic States Marine Fisheries Compact, and repeals the limitation of the life of the Compact.

**F&WS TECHNOLOGICAL PROGRAM** Technological personnel of the Fish & Wildlife Service met with trade representatives in Washington the latter part of June to report on existing and proposed projects of F&WS. Under the direction of Andrew Anderson, head of the Commercial Fisheries Branch, the 1950 projects were explained by J. M. Lemon, who is in charge of the Technological Section; C. F. Evers, College Park, Md.; J. A. Dassow, Ketchikan, Alaska; M. E. Stansby, Seattle; and J. F. Puncochar, Boston.

Under the heading of "high priority" projects to be continued is: "freezing fish at sea, defrosting, filleting, and refreezing." Under new projects, "palatability and cold storage life of various species of rockfish" led the list.

**FISH SPECIES INDICATOR** Tests with a new radar device which enables fishermen to tell what species of fish they have located are being carried out at the British Ministry of Agriculture Fisheries Research Station at Lowestoft.

At present, only experts using the Hughes apparatus (as the new device is called) can tell what species of fish have been located from the image appearing on the radar screen. However, experiments are continuing in an attempt to discover how the radar image can be more easily interpreted. Success should enable trawler skipper to decide if they can "shoot" for prime fish and if the catch is likely to prove profitable before beginning a drag.

The Ministry believes that the new apparatus may be ready for general use by the end of this year.

**SHRIMP SUPPLY** Supplies of headless shrimp (domestic production plus imports) available in the United States for the nine-month period of August, 1949 through April, 1950 were about 18 million lbs. greater than for the same period the previous season.

Based on reports from all States of the South Atlantic and Gulf coasts, with the exception of Florida, landings of shrimp (heads on) were about 15 million lbs. more during the nine-month period than in the same nine months in 1948-49. Florida is estimated to have produced on the new grounds off Key West around 7 million lbs. of heads on pink shrimp in the first 5 months of this year. Imports of headless shrimp from Mexico for the nine months have been 5 million lbs. greater.

Holdings of frozen shrimp (headless) in public cold storage plants on May 1 were over 15 million lbs., or 8 million lbs. larger than for the same date in 1949. Thus there has been an apparent increased movement of headless shrimp into consumption of approximately 10 million lbs. this season as compared with the previous season.

**COOKERY DEMONSTRATIONS** A series of fish cookery demonstrations, designed to increase fish consumption in school lunch programs and show better methods of fish preparation, will be held this Fall in Connecticut, Rhode Island, and Mississippi by home economists and fishery marketing experts of the U. S. Fish & Wildlife Service.

Following demonstrations in Virginia schools last year, the use of fish in a sample survey of 126 schools indicated an increase of more than 100%. Similar results were noted in Georgia, Massachusetts, North Carolina and California.

The Service's new sound and color film on the use of fish in the school lunch program, "Food for Thought", will be shown in conjunction with this year's demonstrations.

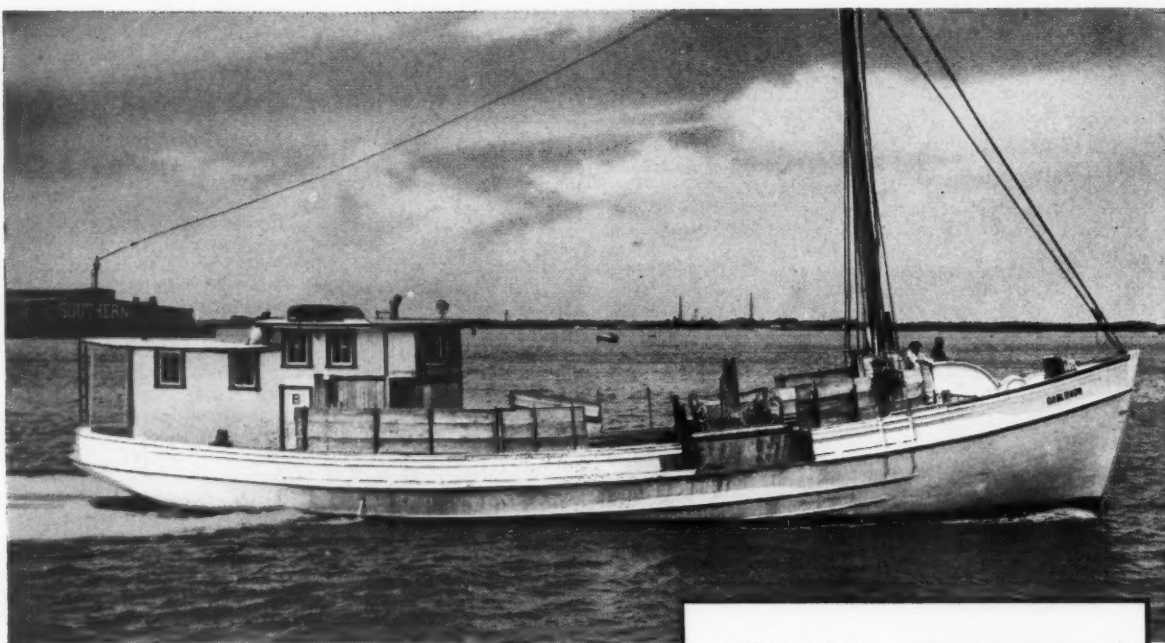
**FILLET IMPORTS** Imports of cod, haddock, hake, pollock, cusk and redfish fillets during May amounted to 3,912,300 lbs., compared with 2,883,900 lbs. during May, 1949. Total imports of these fillets during the first five months of 1950 amounted to 26,626,900 lbs., 5.4 million lbs. more than were imported during the corresponding period of 1949.

Imports of fillets during the first five months of this year were 5.7 million pounds greater than the quantity received during the first five months of 1948, the year in which imports of these fillets set a new record.

**ECA AUTHORIZATIONS** Among the procurement and reimbursement authorizations announced recently by the Economic Cooperation Administration were the following, to be purchased from the United States and Possessions: \$9,000 for the purchase of canned fish (except canned shrimp, crab meat, or lobster meat) by Trieste; \$40,000 to be used by Austria for the purchase of pearl essence; \$5,000 for the purchase by the Netherlands of fish glue; and \$210,000 to be used by the Federal Republic of Germany for the purchase of inedible fish oil.

**ADDITIONS TO FLEET** A total of 51 vessels of 5 net tons and over received their first documents as fishing craft during April, 1950 in the New England, Middle Atlantic, Chesapeake Bay, South Atlantic and Gulf and Great Lakes areas—12 more than in April, 1949. The South Atlantic and Gulf led with 30 vessels, while the Chesapeake Bay, with 8, was second. New England had 5 new vessels, as compared with only one in April of last year.

However, the number of vessels documented in the first four months of this year dropped to 143, 27 less than in the same period of 1949.

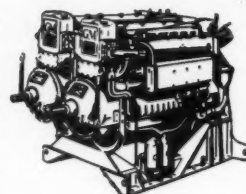


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A GM Series 71 "Twin" Six, turning a 56" x 48" three-blade propeller, develops 340 H.P. maximum and delivers a *full 260 H.P. for continuous duty*. The "Bloxom" has a cruising speed of 12 knots at an engine speed of 1650 rpm, 14 knots at 2000 rpm.

Typical GM Series 71 Marine Diesel "Twin" ready for installation. GM hydraulically actuated reverse gears. Finger-tip control clutches and individual throttles permit engines to be operated together or singly as desired.



Yet this 83' x 22' boat has a carrying capacity of 2000 bushels—20% more than many boats her size and larger.

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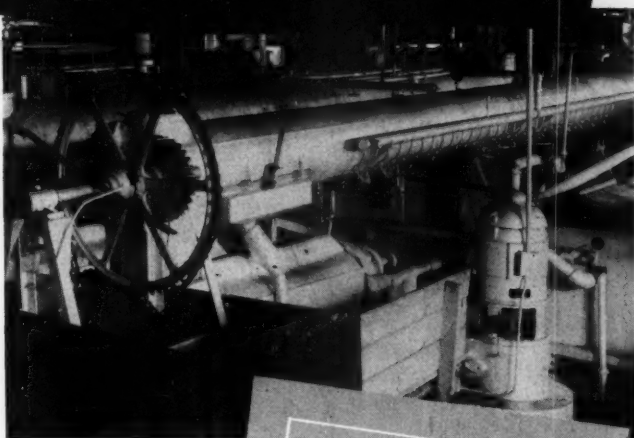
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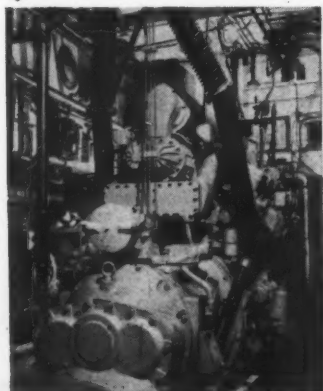


# Stepped-up power

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▲ This "Caterpillar" Diesel D375 Marine Engine now powers the CATHERINE PALADINI, driving a 64" x 48½" propeller. Price of standard D375 Marine Engine equipped with a 3.9 to 1 gear is \$13,650, f.o.b. Peoria, subject to change without notice.



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Fuel pumps are "Caterpillar"-designed and "Caterpillar"-built. Made of the cleanest high-chromium, high-carbon alloy steel obtainable, the pump plungers and barrels are diamond lapped. Pumps are heat treated to maximum hardness to give users thousands of hours of trouble-free, economical service. There is an individual pump for each cylinder. Pumps are adjustment-free and completely interchangeable. Look under the hide for quality. It doesn't show on the outside — it shows up in performance.

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**O**NE WAY to make bigger profits fishing is to get out there and back faster, with more time at the nets. The new, bigger "Caterpillar" Diesel Marine Engines are built to give fishing boats that extra margin of dependable power.

The *Catherine Paladini*, owned by A. Paladini, Inc., San Francisco, Calif., is a 73-foot dragger, built in 1928. Her old engine was recently replaced by an 8-cylinder "Cat" Diesel D375, delivering 270 hp. (at the propeller) for uninterrupted 24-hour service.

Skipper Axel Bjork is happy with the new installation for several reasons. He finds the engine is smooth and quiet in operation, and easy to handle with its pneumatic gear control. It has boosted the boat's speed from 9.2 to 10.9 knots. And in spite of increased power it is smaller in size, allowing more storage space in the hold.

These new "Cat" Marine Engines are built with the same rugged quality that has won a reputation for reliability in fishing fleets everywhere. They are now available in a range of sizes up to 400 continuous horsepower.

Ask your "Caterpillar" dealer to show you the profit possibilities in this great line of Marine Diesels.

**CATERPILLAR, PEORIA, ILLINOIS**



# Atlantic States Commission Meets in Virginia

## Opposes Atlantic Treaty Bill without Provision for Retaining State Jurisdiction, and Asks for Studies of Atlantic Tuna Resource and Freezing at Sea

AT its ninth annual meeting last month, the Atlantic States Marine Fisheries Commission voted to oppose Bill S. 2801 by Senator Green which would put into effect the provisions of the Northwest Atlantic Fisheries Treaty, unless the Bill is restored to its original form to provide for the appointment of a State fisheries official as one of the three members of the International Commission, and to provide for maintaining the present powers of State jurisdiction over fisheries.

This action highlighted the program of the Atlantic Commission meeting that was held at Old Point Comfort, Va., on June 8 and 9, and which was attended by seventy Commissioners, administrators and scientific advisors.

### Bindloss Reelected Chairman

John B. Bindloss of Stonington, Conn., was reelected Chairman, and David H. Wallace, Chairman of the Maryland Department of Tidewater Fisheries was reelected Vice-Chairman of the Commission.

The resolution regarding the Green Bill was voted 11 to 2, with Massachusetts and New Jersey against it, New York not voting and Florida absent.

Since the annual meeting word has been received from Florida that the Commissioners of that state would have sided with the eleven states, and a resolution adopted by the New York State Joint Legislative Committee on Interstate Cooperation at Lake George, New York, on June 28 placed that state on record and asked the representatives of New York in Congress to oppose the Green Bill unless Sections 3 and 8 are restored to the bill. The Gulf States Marine Fisheries Commission at a meeting on April 15 had likewise voted to urge the enactment of the measure with Sections 3 and 8 intact.

A day after the annual meeting of the Commission, the Senate Subcommittee had reported out the bill with Section 8 omitted and Section 3 changed so as to do away with the provision that a state fishery official should be one of the three U. S. Commissioners on the International Commission, which was one of the points insisted upon by the States through the Atlantic Commission.

Section 8 provides that "nothing in this act nor in the convention shall be construed to impair the fishery jurisdiction of the several states, nor to prevent in any way the several states from giving protection to stocks of fish not covered by regulations adopted by the United States pursuant to the proposals of the Commission, nor from giving additional protection to those stocks of fish covered by such regulations."

Among the speakers at the annual meeting of the Atlantic group was John J. Murray, principal investigator on the Pollution Project being conducted by the Commission under a special federal grant from the U. S. Public Health Service. Murray reported on the preliminary analysis of efforts by States to control pollution that adversely affected the fisheries. The project is expected to be continued over the next two years and should result in placing before State and interstate sanitation officials essential facts relative to the impact of pollution and its economic effect upon fisheries.

John B. Glud, chief of the Clam Investigations being conducted by the U. S. Fish & Wildlife Service under legislation procured by the Commission, explained this activity. Clinton E. Atkinson of the Fish & Wildlife Serv-



Wayne D. Heydecker, left, secretary-treasurer of the Atlantic States Marine Fisheries Commission, and John B. Bindloss, who was reelected chairman of the organization.

ice outlined the progress that is being made during the first year of the Shad Investigations, conducted by the Service under a special appropriation procured by the Commission.

### Sectional Meetings

On the second day of the meeting, all four Sections of the Commission met separately. The South Atlantic Section determined to have a symposium of shrimp scientists to review current information and to find out whether any changes are required in the shrimp program previously adopted by the Section. Cooperative shad studies featured the discussion of the Middle Atlantic Section. The Chesapeake Bay Section noted much progress toward interstate harmony in the Chesapeake area and indicated that conditions appeared favorable for further interstate cooperation.

The North Atlantic Section recommended and the Commission unanimously adopted the following resolutions: (1) that the Commission recommend a study of the Atlantic tuna, and support the request by Senator Brewster of Maine for \$75,000 as an initial step to that end. (2) that the Commission support the request of Senator Saltonstall for \$200,000 for the study of freezing fish at sea.

The Commission informally discussed the time and place of the tenth annual meeting, and while no decision was reached there is some likelihood that it may be held at Woods Hole, Mass. in the Summer or Fall of 1951.

Through the courtesy of Governor Lane of Maryland, a number of Commissioners and advisors from the Northern States traveled between Annapolis and Old Point Comfort on the Potomac, flagship of the Maryland enforcement fleet. This gave them an opportunity to see the extent of the area and some of the fishing operations and methods employed in Chesapeake Bay waters.

Members of the Commission and visiting scientists inspected the new Fisheries Laboratory of the Commonwealth of Virginia at Gloucester Point and other points of interest in Newport News, Hampton, and Yorktown.

### Court Decisions Affirm State Jurisdiction

In a recent letter to Senator Owen Brewster regarding the Green Bill, the Atlantic States Commission enclosed a supporting memorandum on legal points affecting State jurisdiction, prepared by Assistant Attorney General Joseph D. Busche of Maryland. This memorandum stated in part:

"Since the early history of this country it has been a universally recognized fact that the States controlled the

(Continued on page 43)

# Boston Trawler Converted to Factory Ship

150 Ft. "Oceanlife" is the First Atlantic Coast Vessel to Process, Pack and Freeze Fish Aboard

**T**HE first factory fishing trawler on the Atlantic Coast, the 150' *Oceanlife*, has been commissioned at East Boston, Mass. Formerly the *Cormorant*, the vessel is operated by Frozen At Sea Fish Corp., of which Isadore Bromfield is president.

A successful demonstration cruise out of Boston was made by the trawler on July 8. Over 50 representatives of the industry, Government agencies and allied trades witnessed the filleting, packaging and freezing of 8,000 lbs. of haddock aboard the ship during the day's trip.

The newly outfitted vessel may well have a revolutionary effect on the industry, and undoubtedly is the forerunner of other such craft. It is expected that the factory type ship will enable the New England industry to exploit more distant grounds which are not accessible with present methods.

By processing fish as soon as they are caught, the *Oceanlife* will produce frozen fillets of utmost freshness. The need for carrying ice to preserve the catch will be eliminated, with the result that longer trips can be made and the vessel can go wherever the fish are found. Unloading can be done at any port where transportation facilities are available.

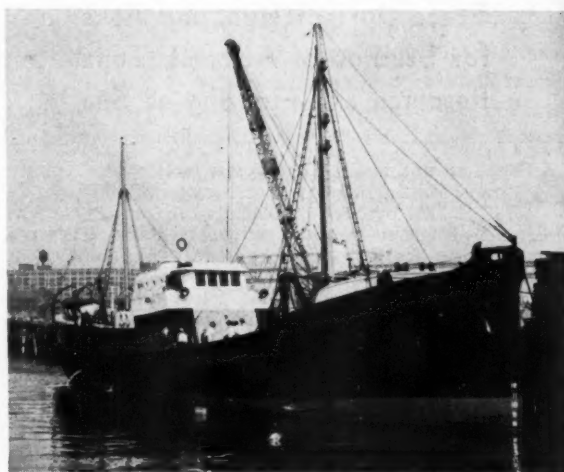
Built in 1928 at Groton, Conn., the *Oceanlife* is one of the largest trawlers in the fleet, being of 371 gross and 179 net tonnage. Her length between perpendiculars is 139.4', beam is 25.1' and depth is 14.5'.

## Processing Room on Tween Deck

The vessel's plumb stem, full hull forward and ample depth made her particularly suitable for conversion to a factory ship. The processing room, which is approximately 25' square, is located in a new tween deck section in the forward part of the original fish hold. Below the tween deck, running the full length of the hold, is a cold storage area where 150,000 lbs. of frozen fish can be stored at a temperature of zero.

The remainder of the fish hold, aft of the processing room on the tween deck level, is used for stowing fresh fish as they are caught. This hold is cooled with refrigeration coils to maintain a temperature of 32 degrees, and has a capacity of 70,000 lbs. of fish in conventional type pens.

It is expected that a total crew of 25 will be required



The 150' Boston trawler "Oceanlife", formerly the "Cormorant", which has been converted to a factory ship and will operate out of Rockland, Me.

to operate the vessel, including fishermen and processors. In order to provide added crew's quarters, a new lower fo'c's'le was outfitted with 12 bunks in space formerly used as a gear locker. Gear is now stowed aft in the fan tail.

## To Operate from Rockland

The *Oceanlife* will operate out of Rockland, Maine, making trips of approximately 3 weeks' duration. She will carry supplies sufficient for 30 days at sea, with an ample reserve, and these will include 25,000 gals. of fuel oil and 14,000 gals. of fresh water. The lower hold has a locker for frozen food used to feed the crew.

Plans call for continuous fishing and processing operations when fish are available, with a 6 hour on—6 hour off schedule. A special innovation will be movies to entertain the crew.

Fish to be processed aboard the *Oceanlife* are placed



Haddock being scaled aboard the factory ship "Oceanlife". The fish are discharged from a hopper which is filled from the fish hold, and after scaling, carried by conveyor to the filleting table.



Fish being filleted on the circular cutting table after being discharged from conveyor. The cutters have a safety belt hooked to the table and wear a stainless steel mesh glove to protect hand from knife.



Left to right: Isadore Bromfield, president of Frozen At Sea Fish Corp., Boston, operator of the factory ship "Oceanlife"; Vincent Bruno, superintendent of processing on "Oceanlife"; Joseph Sanchez and Burton Bromfield, Bromfield Mfg. Co.; Leslie Southgate, Detroit Diesel Engine Div., General Motors Corp.; Maurice Nagle, skipper of the "Oceanlife" on her trial run.

in a hopper which is filled from the fish hold and discharges on the opposite side of the bulkhead at the processing room scaling table. Here two workers operate electric fish scaling machines. The table has a built-in washing unit.

### Cutting and Packing Operations

After scaling, the fish travel on a conveyor to the circular filleting table, being washed again enroute. There are positions at the table for 6 cutters, who wear safety belts to steady them when the ship is in motion, and stainless steel mesh gloves for protection from filleting knives.

A sluiceway is built into the table for taking gurry to a conveyor which carries it overboard. Chutes from each cutting position take the fillets to a brine tank where they are picked up by an elevator. Arriving at the circular weighing and packing table, they are weighed by another operator. This table has a revolving center section with slots, into each of which is placed a sufficient number of fillets to fill a 5-pound carton. Two workers pack the fish and place the cartons on a roller conveyor. The packages are then placed in trays of four and loaded into a holding rack, preparatory to being put in the plate-type quick freezing unit.

All equipment in the processing room is of stainless steel, and is designed to operate smoothly regardless of weather conditions. Water on the floor drains to a trough at the after side of the room which empties into a sump.

It is possible for a fish to travel from the net to the freezer in 5 minutes, although in normal operations the

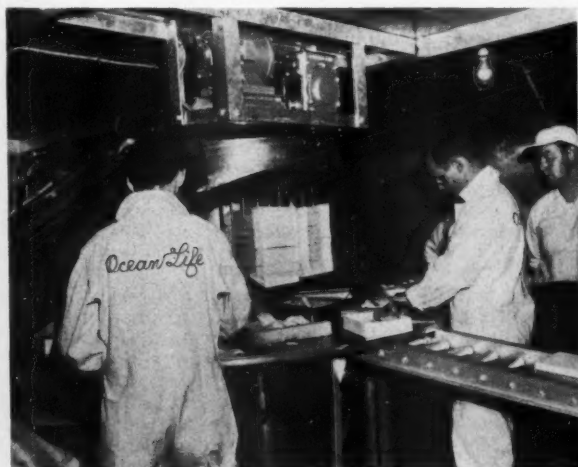


Guests on the "Oceanlife" trial run, showing from left to right: Boris O. Knake and J. F. Puncchar, U. S. Fish & Wildlife Service, Boston; Prof. William Campbell, Massachusetts Institute of Technology; Michel Vucassovich, Gorton-Pew Fisheries, Ltd., Gloucester; Dwight Simpson, John G. Alden's Office; V. O. Harkness, Fairbanks, Morse & Co.

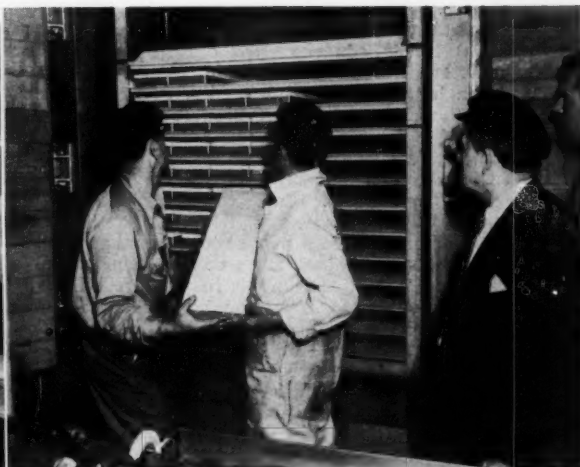
fish will reach the freezer in from one to two hours after coming on deck from the water.

### Refrigeration System

A vital part of the processing equipment, to which the success of the factory ship operation can be largely credited, is the freezing machinery. The *Oceanlife* has a  
(Continued on page 31)



Workers at circular packing table take fillets from revolving center section slots, each of which has been filled by weigher with amount necessary for 5 lb. carton.



Trays containing four 5 lb. cartons are placed in plate freezer after being taken from tray-holding rack to which the packaged fillets are sent from packing table.



# Holland Proves Value of Oyster Farming

Dr. P. Korringa Explains How Coordination of Biological Research, Practical Methods Has Increased Yield Thirtyfold\*

THE growth of population in western Europe and the improvement of the means of transport during the last century increased the demand for oysters to such an extent that the production of the natural beds could no longer cope with it. Though an attempt was made to stem the impending depletion of the beds by regulating the free fishery, by enforcing size-limits and by closed seasons, these efforts at most slowed up the depletion process. At the present time it is rare for a valuable mollusk like the European flat oyster to occur in appreciable numbers on natural beds.



Dr. P. Korringa

That the oyster did not disappear completely from the markets of western Europe, but can be found there in quantities and qualities far superior to those of the past, is entirely the result of a new development, known as oyster culture which was started about 1860.

## Oyster Culture

One of the main features of oyster culture is the withdrawal of the natural oyster beds from the free fishery and their disposition to private oyster farmers or companies for oyster culture. In the Netherlands this highly important change in management occurred in the year 1870, though at first not without strong opposition from short-sighted advocates of the old rights to free fishery.

Leased to oyster farmers were both the original natural oyster beds and vast areas where oysters had never occurred naturally, owing to a lack of suitable objects (collectors) for the larvae to settle on. Nevertheless such areas are often highly suitable for oyster farming. The view that the maximum productivity of a given area can be predicted from the untouched natural beds is totally erroneous. The potential shellfish production of an area often far surpasses production attained without the intervention of man.

The potential oyster bottoms in the Oosterschelde (Netherlands) have been parcelled out in rectangular plots of 12, 20 and 30 acres. The rent charged by the owner of the bottoms (the Dutch Government) varies according to the suitability of the parcels for the oyster industry. As the parcels were leased by free auction (always for a certain number of years), the oyster farmers could themselves decide about the suitability of the different plots. The rents for the best grounds exceed the rents of the most fertile arable soil.

High rents are considered a benefit to the management of the oyster industry, as they are an inducement to the oyster farmers to keep their parcels in prime condition, in order to obtain as large a crop of first quality as the parcel can yield. Neglect of the beds is not only unwise, in view of the high rents, but the Board of Fisheries even has the right to withdraw parcels in case of neglect, and to hand them over to other oyster farmers.

It is the duty of an oyster farmer to keep his parcels in good condition and free from oyster enemies and pests. The Government, on the other hand, has undertaken the

establishment and maintenance of an efficient police supervision. The police officers, cruising with their crews in the Governmental patrol boats, see to it that everyone fishes only on his own grounds, and that none of the many regulations is infringed. The rectangular plots, arranged in a systematic way, facilitate supervision of the beds to no small extent. The Government further assists the oyster farmers in their efforts to raise the quantity and quality of their oysters by providing biological research.

## Population Studies

A successful combination of private enterprise and scientific management led to a sensational rise both in the quantity and the quality of the Dutch oyster. The yield of the free fishery on the natural beds in the Oosterschelde fluctuated from 500,000 to 1,000,000 oysters per year in the period from 1840 to 1870, and those oysters were often irregular in size and shape. After the establishment of the Dutch oyster culture, the production was raised to 30,000,000 or 40,000,000 oysters per year, now predominantly oysters of first quality.

Efforts to raise the production to a still higher level failed, however. It appeared that the conditions of nourishment, though exceptionally favourable in this estuarine area, assigned definite limits to production. A detailed study of statistical and biological data concerning Dutch oyster culture for the period 1870-1940 clearly demonstrated that poor quality and high mortality are inevitable when the population of the oyster beds is too dense. Complaints about unsatisfactory quality and heavy losses began to be heard from the moment that more than 100,000,000 oysters of two years and older, plus an unknown quantity of very young oysters, were present in the Basin of the Oosterschelde.

There is also a minimum level below which the population cannot be allowed to sink without serious danger to a remunerative culture. The production of young oysters depends, among other factors, on the number of larvae produced by the mother-oysters. If the number of mother-oysters is too small, only very favorable weather conditions can lead to a fair set. If the production of oyster larvae is more liberal, owing to the presence of a greater number of mother-oysters on the beds, even an average water temperature in the Summer months is sufficient to ensure a fair set, and with warm weather an abundant set may be expected.

On an average the oyster farmer must be able to harvest enough spat to amply compensate his expenses and efforts in spatfall operations. Scientific investigations demonstrated that the minimum population level which ensures a reasonable potential spatfall in the Oosterschelde is 15,000,000 oysters of two years and older. Below this level the chance of a good spatfall is so dependent on favorable weather during the main peak in the production of oyster larvae, that we can no longer speak of a well-balanced and well-managed oyster culture.

## Spat Production

On a natural oyster-bed the new growth-rims of the shells of the adult oysters are the only clean and suitable materials on which the oyster larvae can settle down. All other objects are too much covered by silt or organic growth to allow attachment of the larvae. Consequently oysters are found in clusters on a natural bed, generation upon generation. Clustering results in poorly shaped oysters. Moreover a great many young oysters, which are difficult to separate from their substratum, get lost if the older oysters (bearing them) are brought to the market. The chance for oyster larvae to find suitable collectors

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\* Excerpts from a paper presented at a meeting of the United Nations Scientific Conference by Dr. Korringa, who is affiliated with the Government Institute for Fishery Investigations, Bergen op Zoom, The Netherlands.



# Coast of Labrador Has Productive Cod Grounds

OFF the banks of Newfoundland lie the lucrative Grand Banks—a gold mine in the sea for the cod fishermen. But many Newfoundland fishermen prefer to go 500 to 1,000 miles north to the inhospitable coast of Labrador to fish in rocky coves beyond the Straits of Belle Isle, where storms are swift and sudden, aid may be far away, and the fishing is not easy.

For one thing, the banks of Labrador are profitable—as has been proven by generations of cod fishermen. For another, fishing is done from schooners, and the heavier, larger and more expensive equipment of the Grand Banks trawler is not necessary. For a third thing, there is still a potent charm about fishing “on the Labrador.” The phrase for it in St. John’s, Newfoundland, is “the lure of the Labrador,” and it brings men north to live as well as to fish.

The run of the cod—the “ogak” of the Labrador Eskimo—begins around June 15th at the Straits of Belle Isle and gradually moves north, following the capelin. The Labrador current, which is responsible, to a large extent, for the barrenness of the coast, brings with it from the arctic quantities of plankton, food of the Atlantic fish, and assures an adequate population of small, food fish all along the coast.

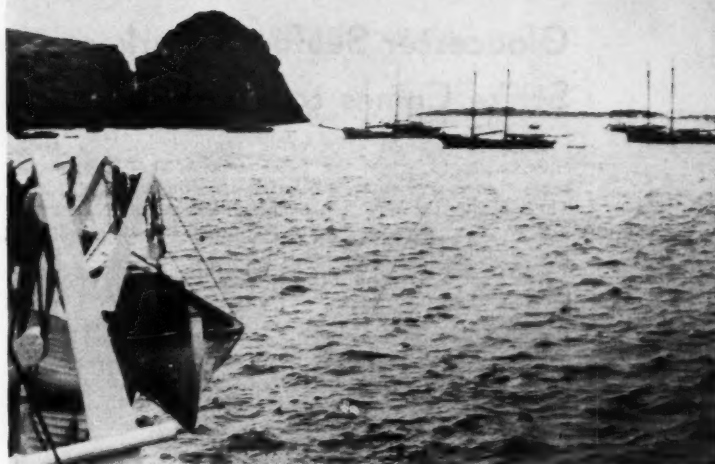
It was the early French and Basque fishermen who were first to discover the great submarine ledge along the coast of Labrador and, even before Jacques Cartier, sailed through the Straits of Belle Isle in 1534, these European fishermen were finding the coast profitable.

Today, Newfoundland schooners fish from the Straits and the barren coves of Southern Labrador where the rocks are scarcely higher than their own rocking masts, clear up the coast to the spectacular fiords of Northern Labrador where mountains rise sometimes 4,000 feet above the water level.

The isolation, the ever-present danger of the Atlantic storms, the difficulty of communication, pose unique problems on the Labrador.

## Government Vessel Delivers Supplies

The government of Newfoundland did not become aware of the need for helping the floater fishermen of Labrador until about 40 years ago. At first, the Government was concerned only about the southern half of the coast, below Hopedale, although later a small steamer was put on the coast to operate from Hopedale north to



Foggy, stormy Belle Isle, in the straits between Newfoundland and Labrador, is a favorite spot of the schooner fleets.

Ramea. In 1931, the service was abruptly discontinued for five years.

Later, when the Commission of Government began to realize there were about 200 fishing vessels north of Hopedale—last port of call of the regular supply steamer—the Labrador fisheries again came into prominence.

A new service was begun when the government chartered the *Winifred Lee*—100 tons of ship with a speed of nine knots and an enviable record before she went into the Labrador service. One winter, she crossed to Aporto, Spain, five times with her cargoes of fish—and made the trip in a record of nine days under sail. After that, she fished the Labrador herself.

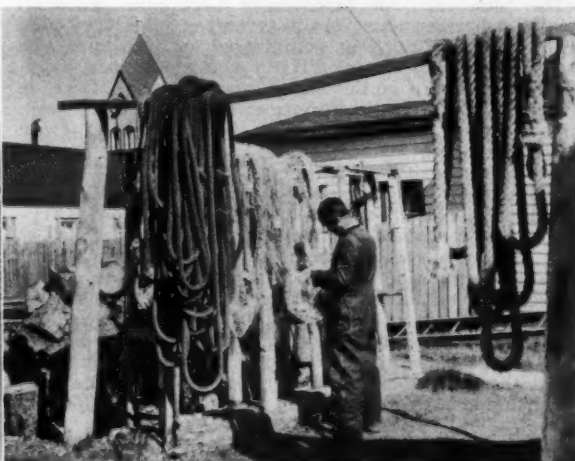
Her mission is a mission to the fishermen—bringing mail, news, supplies and—perhaps most important of all—medical aid when needed. A young doctor is on board to treat the infections so prevalent on the coast, to pull aching teeth that otherwise could not be attended to until the end of the Summer. The schedule is elastic—the *Lee* calls everywhere there is a schooner, and the only definite port it must make is Hopedale, every two weeks, in time to connect with the southbound *Kyle*, supply ship for the southern coast.

When the *Kyle* turns south, the *Winnie Lee*, as the people on the coast affectionately call her, turns north, slipping around the rocky points on which squat red and white Moravian Mission buildings, riding closer to the rocks than the bulkier *Kyle*—steaming out past the Black

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Left: inspecting a trout net at Nain, Labrador. Snow can still be seen on the distant hillside in July, although temperatures may zoom up



as high as 95 with little warning. Right: an Eskimo cleans his nets in the yard of the Moravian Mission at Nain.

## Gloucester Seafood Workers Strike Comes to End

The 11-week-old Gloucester seafood workers strike ended July 10, when the 1,500 strikers agreed to accept a 2½¢ increase, bringing their hourly wage up to \$1.37½. They originally had asked for a 10¢-an-hour increase. The workers also will get an additional two holidays a year, making a total of nine.

One of the major points in the contract is that giving the processing plant owners the right to buy or not to buy fish.

Another point in the contract provides that employees will work a straight 40-hour week. Under previous contracts, employees worked 48 hours, receiving time-and-a-half for eight hours. The new contract gives the workers Saturdays off, but if they have to work a Saturday they will be given straight time.

### Seeks Aid of Navy Plane to Find Mackerel

A Navy plane to scour the North Atlantic waters in search of mackerel schools is the objective of negotiations

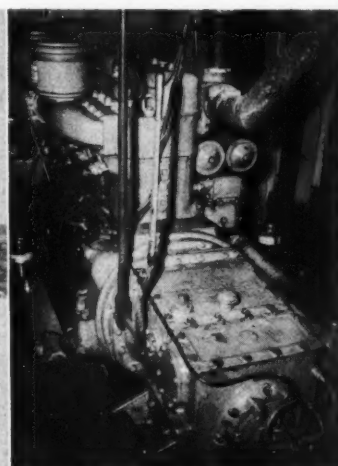
600 fishing skippers, fishermen and their wives at the State Armory.

On June 25, crowds estimated at thousands thronged the sidewalks of the mile-long route of the procession of some 550 Portuguese-American fishing skippers, fishermen and their families, from the Church of Our Lady of Good Voyage to the State Fish Pier. There, from an improvised rostrum at the edge of the Pier, Archbishop Richard J. Cushing of Boston blessed the fleet of 26 Portuguese-American fishing draggers that were docked four and five deep, and bedecked with code flags and sporting the National colors of Portugal and the United States. Then flower girls dropped garlands into the harbor in memory of Gloucester fishermen lost at sea.

The week-end celebration also included a luncheon on June 24 for the chief visiting dignitary from Portugal, Comdr. Antonio M. Bello, Portuguese Navy, and Naval attache to the Portuguese Embassy in Washington, D. C.

St. Peter's Fiesta, sponsored by the Italian-American fishermen of Gloucester, concluded its three days of activities on the evening of July 3, when the crew of the *Santa Maria* was presented with the John Nagle Memorial Trophy for winning the seine boat races.

Salvatore J. Favazza, fiesta chairman, introduced Russell Nagle, son of the well-known Boston fish dealer,



Capt. Frank Ciulla of Gloucester, Mass., his 58' dragger "Jackson & Arthur" and her new DH-200 Lathrop Diesel. The engine is rated 187 hp. at 1600 rpm. and turns a 44 x 28 wheel through a 3:1 Capitol reduction gear.

under way by John F. O'Hara, Jr., president of Davis Bros. Fisheries Co., who is seeking this assistance from the Secretary of the Navy at Washington.

The plan calls for experienced Gloucester mackerel seining fishermen observers to accompany the Navy pilot on the patrol. Four have volunteered for such trips, and they include Capt. Frank Frontiero of the *Nyoda*; Capt. Charles Frontiero of the *Nova Luna*; John A. Muise, in charge of the Atlantic Fishermen's Union selling room and a former mackerel seining fisherman; and Capt. Frank Favalora, retired master mariner, and present owner of Harbor Cove Fisheries.

The plane would base at Squantum and fly daily trips over the Atlantic with a Gloucester observer aboard trying to locate schools of mackerel and would report at once by way of radiotelephone to the Gloucester seiners as to the location of the schools, the approximate size of the schools and the direction in which the body of fish was moving.

The Gloucester mackerel seining fleet reached a total of 20 boats earlier this season, but is dropping in numbers due to the absence of fish. Several of the seiners have or are changing back to redfishing, including the *California*.

### Fishing Fleet Blessings Held

This year's annual observance of the blessing of the Portuguese-American fishing fleet opened on June 23, with a lobster and halibut banquet served to more than

John Nagle, in whose memory the trophy is named. Nagle presented Capt. Salvatore Nicastro of the *Santa Maria* with the trophy.

The *Alden*, skippered by Michael Parisi, took second place in the seine boat race, and the *Jackie B.*, captained by Sam Linquata, came in third.

The festivities opened the afternoon of July 1, and the following day an outdoor mass was celebrated at the altar erected in the Fort section, a religious procession took place, and 73 boats in the Italian-American fleet were blessed by Archbishop Cushing.

### "Evelyn G. Sears" Lands First Sword Trip

The *Evelyn G. Sears* of Gloucester, Capt. Johnny Burnham, was at Boston Fish Pier July 5 with 51 swordfish, which were the first of that species landed by a Gloucester boat this season.

Gloucester had four boats actively engaged in sword-fishing the latter part of June. Besides the *Sears*, they included the *Doris F. Amoro*, Capt. Roy Amoro; the *Lady of Good Voyage*, Capt. Manuel Rocha; and the *Jorgina Silveira*, Capt. Alvaro Silveira.

### First Tuna Landed

The first tuna landed in Gloucester this season came to John Wright's wharf on June 23, when Leonard Doyle of the boat *Dale* landed a bluefin caught by him on a hook in Ipswich Bay. The tuna weighed 455 lbs. round.

## Rhode Island Quahaug Farming Possibilities Being Studied

The comings and goings of shellfish in the larvae stage in Wickford Harbor get a daily inspection from Warren Landers, a Fish & Wildlife Service marine biologist, as he awaits the appearance of the first quahaug spawn.

He's tackling one phase of the Government's many-sided hard and soft-shell clam investigation, in which Rhode Island's Narragansett Marine Laboratory is co-operating—he wants to know if quahaug farming, like oyster growing, is possible.

Landers, working at the State Lobster Hatchery in Wickford, seeks to discover ways of helping nature distribute the quahaug spawn in selected spots. Equipped with a method for doing this, a man could populate a barren stretch of bottom and bring his shellfish crop to maturity.

Landers has a barrier made of two-by-fours set up in the shallow water on Cornelius Island, with several six-foot-long compartment boxes nearby, a section of plastic screen lying on the bottom on the opposite shore and another piece of screening tacked up on piles which support the walk leading to the hatchery. These are some of the devices he hopes will stop the free-swimming quahaug young and cause them to settle on the bottom.

In one test plot he has deposited overturned sods of beach grass. On another he plans to rake up empty shells on the chance that these will catch and hold the quahaugs.

Meantime, at the Fish & Wildlife Service Laboratory in Milford, Conn., Dr. Victor Loosanoff is working on the same problem from another approach. In the Laboratory he has held mature quahaugs under artificial conditions, raised the water temperature to the 68 degrees required for spawning, and collected the larvae in small amounts. He seeks now to determine whether, away from the vagaries of tide and current, the young shellfish can be produced and then transplanted in commercially profitable quantities.

In another phase of the Government's clam investigation, the U. S. Fish & Wildlife Service is going to count the hard-shell clams in Greenwich Bay, divide them into age groups and further divide them according to the kind of bottom they prefer—mud, sand, hard and soft.

The action of the tides and currents which mix and remix the waters of the Bay also will be noted, and water temperatures will be recorded. The biologists want this information as a basis for estimating the chances of young quahaugs in the larvae stage being carried into the Bay on currents from spawning grounds elsewhere.

Dr. Richard E. Tiller, is the biologist in charge of all the Government's hard-shell clam projects, and biologist Louis D. Stringer has been assigned to handle the population census in Greenwich Bay.

### Plant Shells on Long Island Oyster Grounds

Shipment of more than 275,000 bushels of oysters and quahaug shells from Warren to the oyster planting grounds in Long Island Sound started June 30, marking the opening of the season for growing Narragansett Bay oysters. Ten vessels were used for the transportation of the shells to the spawning grounds off the Connecticut shores. The majority of the shells were planted in New Haven harbor, but some were shipped to Bridgeport, Milford and other harbors along the shore line.

In addition to planting 75,000 bushels of oyster shells, the Warren Oyster Co. bought 75,000 bushels of quahaug shells from the Blount Seafood Corp. for shipment to New Haven.

Thirty thousand quahaug shells for the B. J. Rooks Oyster Co. have been transferred to the waters of Long Island Sound. The American Oyster Co. of Providence purchased 70,000 bushels of shells for shipment, according to F. Nelson Blount, president of Blount Seafood Corp. The latter also reported that this concern has sold 25,000 bushels of quahaug shells to the Quansoo Oyster Farms of Martha's Vineyard.



Capt. Harold L. Smith's 43' x 12'6" x 6' dragger "Nathan J." of Wickford, R. I. She is of 12 net tons, and is powered by a 104 hp. Buda Diesel which turns a 36 x 28 Columbian wheel.

## Provincetown Draggers Suspend Fishing for Whiting

Provincetown whiting fishermen met with Boston and Plymouth whiting fishermen on June 16, and voted nearly unanimously to halt all dragger whiting fishing until further notice because of unsatisfactory prices.

The meeting of the local Seafood Producers Assoc. was called at the request of Boston fishermen, who already had quit whiting fishing from draggers, and asked that Provincetown and Plymouth fishermen "stick with them" until a better price was forthcoming. Representatives of the Plymouth Fishermen's Assoc. also promised to suspend dragger whiting fishing.

However, the decision to hold up fishing for whiting with draggers doesn't affect groundfishing. If the boat operators stick to their agreement, the whiting ban will affect landings and operations of the draggers at Provincetown, Cape Cod Canal, Plymouth, Boston, Gloucester and Portland, Maine.

### Thousands Witness Blessing of Fleet

More than 5,000 spectators jammed Town Wharf at Provincetown on June 25, with other thousands on the two big excursion boats which came to port to witness the third annual blessing of the fishing fleet in all its ancient ritual.

### First Tuna Landed

First tuna fish of the season caught in Provincetown traps, a 460-pounder, was landed on June 10 at Seafood Packers, Inc., Town Wharf, from the trap boat *Hope D.*, Capt. Joseph Nunes, operating for Pond Village Cold Storage of North Truro.

The first tuna fish caught on kegle from a Provincetown dragger this year was landed at Seafood Packers on June 30 by the dragger *Mary Madelyn*, Capt. Clarence Santos. The tuna, grossing 582 lbs., was caught about 1½ miles off Race Point.

The run of mackerel in Provincetown traps slacked off considerably late last month. However, tuna were being landed in larger quantities, with the fish ranging from 250 to 400 lbs. dressed.

At Cape Cod Fisheries on Monument Dock, more than 150,000 lbs. of mackerel were packed on June 26, with other large quantities brought by trap boats to Town Wharf.

### "Johnnie Ryan" to Be Renamed

The Provincetown fishing dragger *Johnnie Ryan*, Capt. Joseph Roderick, is to be renamed the *Jimmy Boy* after Capt. Roderick's son who was killed accidentally about a year ago.





The 65' dragger "Althea Joyce" at Austin Mitchell's lobster wharf in Prospect Harbor, Maine. The craft is owned and skippered by Capt. Donald Joyce, Rockport, and is powered with a 215 hp., D364 Caterpillar Diesel, swinging a 48 x 30 Columbian propeller through a 2:1 Snow-Nabstedt reduction gear. The boat next to the wharf is Stinson Canning Company's "Helen Eaton".

## Maine Landings Show Gain as a Result of Heavy Redfish Take

Landings of fishery products at Maine ports during April totaled 12,110,300 lbs., valued at \$967,467 to the fishermen. This represents an increase of 38% in quantity and 22% in value compared with April, 1949. The increase was due largely to heavier landings of redfish.

During the first four months of 1950, Maine landings of all species amounted to 30,242,500 lbs., valued at \$2,876,248, compared with only 20,853,300 lbs., valued at \$2,476,498 during the corresponding period of 1949. Receipts of redfish in the first four months of 1950, which totaled 18,036,900 lbs., were 9,611,600 lbs. greater than in the same period in 1949.

Portland landings during April totaled 3,893,900 lbs., valued at \$356,692. Landings at that port during the first four months of the year amounted to 11,425,400 lbs., valued at \$753,564, compared with 4,538,400 lbs., valued at \$244,329 during the same period of 1949.

### European Oysters Survive Winter

A recent check of European oysters being experimentally held in trays at Boothbay Harbor and Harpswell by the Sea & Shore Fisheries Department showed that most of them survived the 1949-50 relatively warm winter.

Dr. Victor L. Loosanoff, director of the Fish & Wildlife Service laboratory at Milford, Conn., had the oysters sent from Holland because of their ability to thrive in the North Atlantic waters of Europe and the possibility that they would be adaptable to Maine shores. John Glud, chief of the Federal Clam Investigation, is cooperating with Dr. Loosanoff in this project.

### Clam Flats Opened

The opening of a large acreage of flats in Dennys River, Pembroke, to the taking of clams, was announced last month by the Sea & Shore Fisheries Department, which made exhaustive tests of the water and clams.

The line of closure which was established by the Department of Agriculture several years ago has been changed so that digging in the River is now restricted only to flats above the Clark Point Narrows.

### Rockland Gets Record Catch

The General Seafoods trawler *Breaker*, Capt. Norman Stinson, landed the biggest catch on record for the port of Rockland on June 8. She weighed out a total of 245,500 lbs. of fish, including 240,500 lbs. of redfish, with the remainder of the fare being mixed groundfish. The trawler had been at sea 12 days off Cape Breton Island.

### New Fish Firm Opens

Another new wholesale fish firm, Commercial Fish, Inc., has been opened at the end of Merrill's Wharf, Portland, by Warren L. Higgins and Gennaro L. Dadiago.

Higgins, formerly foreman for Maine Sea Foods, Inc.,

Brown's Wharf, said that his firm would ship out groundfish to Eastern markets.

### First Tuna Landings

The first tuna of the season to be brought into Fisherman's Wharf at Boothbay Harbor was harpooned off Pemaquid Point June 26 by Fred Brackett of South Bristol. The bluefin weighed 635 lbs.

The tuna catch has started earlier this year at Boothbay Harbor, as the first one caught in 1949 was brought in July 14. Unlike the tuna run last year where the early tuna were small school fish, this year's strike seems to be along the lines of the 1941 class of fish, running very large.

Capt. Clayton Johnson and his son Bernard of Bailey Island duplicated their last year's record by being the first of the local tuna men to bring giant bluefins over the Bailey Island wharf. They harpooned two which weighed 500 and 460 lbs.

Johnson and his son got their fish about two miles to the westward of Lumbo Ledge. The Johnsons are out to equal the record they set in 1948 when they boated a total of 86 tuna.

### Canada Claims Machias Seal Island

Sea & Shore Fisheries Commissioner Reed said recently that Canada claims ownership of Machias Seal Island, about 15 miles off Machias, where both Maine and Canadian lobstermen fish. Reed added that as yet the U. S. State Department has not given its view on the matter.

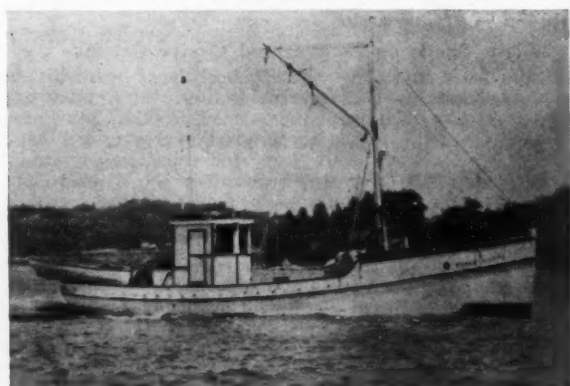
According to Stewart Bates, Canadian Deputy Minister of Fisheries, the Canadian Department of Transport has been maintaining a lighthouse on the Island for over a hundred years, and the Canadian Government has accordingly always taken the position that this Island is Canadian territory.

### Maine Seafood Featured at Conventions

Maine seafoods received top publicity billing at five national conventions during June. During the National Convention of Junior Chambers of Commerce in Chicago, the Maine delegation was host to more than 300, and Maine lobster was the top course at the luncheon given.

Later in the month in Los Angeles the Maine delegation to the Shrine Convention featured a float portraying the Maine fishing industry. Nets, lobster traps and other fishing equipment were provided by the Department of Sea & Shore Fisheries, as well as 15,000 lobster pins which were distributed from the float during the parade.

Other June conventions where Maine was featured with booklets and souvenirs included the National Convention of Home Economists in Boston; National YMCA Convention at Port Clinton, Ohio; the National Conference of Boy Scouts at Valley Forge, Pa.; and the Press Conference at Poland Spring, Maine.



Machiasport Canning Company's 52' x 11.5' x 5' sardine boat "Rangely" of Machiasport, Me. The craft has a 110 hp. General Motors Diesel with 2:1 reduction gear, is equipped with RCA radio-telephone, and has a capacity of 30 hogsheds. She is skippered by Capt. Myron Peabody.



## Great Lakes to Have a New Fishery Research Station

Dr. James W. Moffett, chief, Great Lakes Fishery Investigations, announced recently the establishment of a new fishery research station by the U. S. Fish & Wildlife Service at Sturgeon Bay, Wis.

The new station will be under the immediate charge of Leonard S. Joeris, who resigned as chief biologist of the Kentucky Division of Game & Fish, to accept the new position. Mr. Joeris will be assisted by Don Mraz.

Investigation of the fisheries of Green Bay will be the major responsibility of the staff at the new station. Although Green Bay is a relatively small body of water, it is one of the most productive fishing areas of the Great Lakes, accounting for a third of the output of all of Lake Michigan.

Joeris and Mraz also will carry out observations on the fisheries of Lake Michigan proper and will collaborate with Service investigators assigned to research on the sea lamprey in their area. They will work in close cooperation with the Wisconsin Conservation Department.

The new station will be housed in the State Fish Hatchery building at Sturgeon Bay, where the Wisconsin Conservation Department is supplying office and laboratory space.

### Electronic Devices for Destroying Lampreys

The U. S. Fish & Wildlife Service is seeking to develop radar-type instruments, anti-submarine sound generators and other electronic devices to electrocute sea lampreys, which have severely damaged the lake trout fishery in most of the Great Lakes.

A contract has been awarded to the Cook Research Laboratories of Chicago for the development of lamprey-control devices, and it is reported that by October 15 an experimental device will be in operation on Carp Lake River in Michigan for electrocuting downstream-migrating lampreys.

Experiments at the Cook Laboratories already have progressed to the point where it seems possible that a method of killing the upstream-migrating (or spawning) lampreys without harming spawning game fish can be discovered.

The lamprey migrates at night to spawn in the upper reaches of rivers and streams, and it is believed that bright underwater lights may confuse the creature, making his electrocution easier. Sound waves, produced by sonic generators tuned to the heart beat of lampreys, may also kill them.

Desirable game fish may be protected from electrocution devices by their ability to detect and stay away from electric fields. Sea lampreys, on the other hand, will swim right into charged areas and be killed or so severely injured that they will die within a few hours. Sonic or light devices may repel lampreys but not fishes, enabling game fish to proceed upstream during certain periods when the electrical devices are shut off.

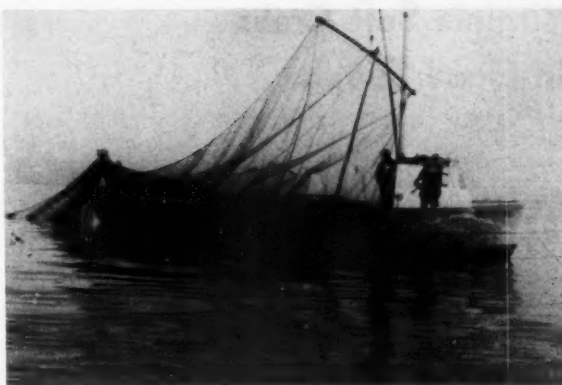
The Fish & Wildlife Service this year has a \$256,000 appropriation for lamprey study and control projects. A budget of \$216,000 has been set aside for the purpose next year. In addition to this, Wisconsin is spending about \$25,000 for lamprey control. Ontario has set aside \$15,000 for the purpose, while Michigan has allocated \$10,000 for the lamprey fight.

### Escanaba Fishermen Ask for Harbor Space

Commercial fishermen Ralph Christensen, Emil Perow, Anton Trzeciak, Earl Johnson, Henry Dahm, George Hansen, Harold Olson and Melvin Jacobson, Escanaba, Mich., recently petitioned the City Council to set aside a portion of the city yacht harbor for exclusive use by commercial fishing craft. Thirty-seven commercial fishing boats have filed applications for space at the yacht harbor at Escanaba.

### Governor Signs Pound Net Bill

Michigan's Governor G. Mennen Williams has signed a bill which extends for two years the use of commercial



The 40' x 11' x 2½' "Clipper", which fishes for whitefish and pickerel in Lake Huron and Saginaw Bay, shown lifting a 15' pickerel net. She is owned by K. & J. Fisheries, Bay City, Mich., and is powered with a Gray engine with 1½:1 reduction gear.

pound nets without stakes for whitefish and lake trout. The 1947 Legislature had ordered that such nets be outlawed after Jan. 1, 1950. Williams said the bill was a "watered-down substitute" for a measure which would have conserved the fishing industry in Little and Big Bay de Noc as well as encouraged fishing in the Straits of Mackinac area.

The Governor said he signed the bill for what little it accomplishes, but that it should not be mistaken for a real approach to the problems of the fishing industry. He added that as a result, compromises worked out between commercial fishermen and sport fishermen in the area to preserve one of the most important natural resources, are killed for another year.

### Lake Smelt Canned as Cat Food

The first shipment of canned smelt recently was dispatched from Cedarburg, Wis. to cats all over the nation. When the smelt run was on last Spring, 750,000 of the little silver fish were netted daily in the Green Bay area for the canneries. The total catch filled half a million 16-ounce cans.

Smelt were used extensively in this area at one time as food for foxes, but with the drop in demand for fox fur the number of foxes has declined to about 10% of what it was several years ago. The canneries division of the Herbert A. Nieman Co. came up with the idea that cats would like smelt as well as foxes.

### Net Preservative Explodes and Sets Fire

A flash fire, following the explosion of a vat of net-treating compound, burned one man severely and did damage estimated at more than \$10,000 to the plant of Circle Fisheries, Erie, Pa.

James Olsen, a Circle Fisheries employee, was treated for second degree burns about the face, neck and legs. Olsen was dipping a fish net into an open vat which held about five gallons of a net preservative containing gasoline, when the solution exploded in his face and sent flames racing through the brick and wood structure.

### Chicago Has Heavy Fishery Receipts in 1949

Receipts of fresh and frozen fishery products at Chicago in 1949 totalled 101,231,000 lbs., which was a gain of 4 percent over 1948, all of it in fresh-water fish and shellfish, which were up 6 percent and 10 percent, respectively. Salt-water arrivals were 1 percent below the 1948 total.

The 1949 arrivals were the heaviest recorded since the establishment of the Fish & Wildlife Service Chicago Market News Office in 1938, and probably represent an all-time high. The progressive increase in receipts during the four years succeeding the war years of 1941-1945 indicates the growing importance of Chicago as a consuming and distributing point for fishery products in the Middle West.

## Virginia Soft Crabs In Good Supply

The run of crabs has so far appeared principally on the eastern shore of Chesapeake Bay, where soft crabs and peelers have been plentiful enough to bring prices down.

Continued cool weather has retarded the shedding of crabs in holding floats. In the sections where the use of crab fykes, or peeler traps, is feasible, "green" or immature peelers are often obtained in large numbers and consigned to the floats.

Hard crabs are trucked from good production areas to crabmeat plants in areas where they are scarce. The price for hard crabs has been ranging from \$1.75 to \$2.50 a hundred pounds, according to quality, the sponge crab bringing the lower price.

### Fishing Vessel "Peconic" Sinks

The fishing vessel *Peconic* sank off Cape Charles on June 26, as a Coast Guard cutter sped to her aid. All 27 persons aboard were rescued by another boat sent out by the Cape Charles Police Department.

### Menhaden Season Opens

Menhaden boats in Virginia started out in force on the legal opening day, May 29, and had by June 10 landed nearly 18 million fish. This season there are two more boats than last year in the fishery, and a scouting plane is being used again to guide the captains to the schools.

Three new installations of equipment for reclaiming solubles from stickwater have been added to the two that existed last year, leaving only one firm in this area without this type of equipment.

### Rappahannock Seiner Makes Big Croaker Catch

Croaker catches have been watched with the greatest interest all over the Bay. Fishermen hope that some conclusion may be reached about whether the supply is dwindling still further or recovering. So far croakers have appeared in all the usual sections.

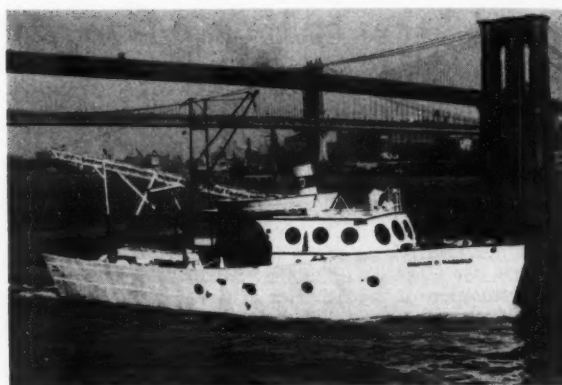
The record catch to date was made in the Rappahannock by a haul seiner on June 10, when 462 boxes, which brought \$20.00 a box (100 lbs.) to the fishermen were taken. But the absence of croaker from the hook-and-line catches is significant.

### Asks Permission to Set Pound Nets

An Army Department permit has been requested by George L. Burroughs and Sons, Motorun, to construct and maintain two fish pound structures in Chesapeake Bay outside the established fishing limits, immediately channelward of the southeast shore of Fisherman's Island, Northampton Co., Va.



The "Coston", 55' boat owned by the Coston Co., Inc., Hampton, Va., and skippered by Capt. Hannibal L. Shackelford. The vessel has a 225 hp. Gray Diesel with 2:1 reduction which swings a 26 x 18 Hyde propeller. RPM Lubricating Oil and Exide batteries are used.



The 64' all-welded steel scalloper "William D. Mangold", which was designed by one of her owners, B. C. Fenner, and built by the operating company of Fenner & Sprague, Inc., Center Moriches, L. I., N. Y. Skippered by Capt. Bayard C. Fenner, Jr., the vessel's power is furnished by a Twin 6-71, 330 hp. General Motors Diesel unit with 3:1 reduction which drives a 46 x 36 Columbian propeller to give a maximum cruising speed of 12 knots. Gulf lubricating oil is used, and the vessel is equipped with Exide batteries, Columbian rope and is painted with Devco & Reynolds paint. Her net payload capacity is approximately 10 tons.

### Hampton Roads Landings

Fish production in the Hampton Roads area of Virginia amounted to 1,075,000 lbs. in June, a drop of 243,000 lbs. from the May catch, but a gain of 274,000 lbs. as compared with the June, 1949 take. Seventy-five percent of the landings were from pound nets.

The top variety was croaker, with a yield of 291,000 lbs., while the runners-up were scup, with 254,000 lbs., and weakfish, 140,000 lbs.

### R. L. Miles

R. L. Miles, president of J. H. Miles & Co., Norfolk oyster packers, died June 24 at the age of 78. He had been active in industry affairs for over half a century, and was regarded as one of the foremost oyster planters in Virginia. Mr. Miles was a member and former director of the Oyster Growers & Dealers Association.

## Long Island Clam Planting Project Completed

A total of 250 bushels of hard clams have been planted in the waters of Great South Bay at a cost to the town of Islip of \$925, according to Nicholas Griek of West Sayville, executive secretary of the Long Island Fishermen's Assoc.

The town's annual clam planting project took place from a boat provided by Thomas Verbeke of the Fire Island Cooperative of Islip. On each of two days, 125 bushels of hard clams were distributed in thinly populated areas. Mr. Griek said he procured the clams from a Staten Island concern at a cost of \$3.50 a bushel.

His report to the board disclosed that the production of hard clams in the Town of Islip last year amounted to 121,276 bushels which brought in over \$350,000 and employed 200 regular and part-time diggers.

### Menhaden Boats Start Season

The six large Diesel powered fishing steamers owned by the Smith Meal Co., which have been in Winter storage at Brigham's Shipyard, Inc., Greenport, sailed last month to start the menhaden fishing season. During the Winter they were hauled, repainted and repaired.

### Shark Caught in Trap

The Shore Beach Fish Co. of Islip recently landed a shark which tipped the scales at over one ton. The monster was caught in one of the Company's traps located outside

## Florida Food Fish Catch Shows Increase

The Florida State Chamber of Commerce has announced the 1949 commercial fish catch in Florida waters as 154,042,800 lbs. A total of 145,114 gallons of shellfish were garnered last year.

Showing an increase over 1948, last year's Florida food fish catch amounted to 81,825,100 lbs.; shrimp, crabs, etc., tallied 21,629,500 lbs.; and non-food fish amounted to 50,588,200 lbs.

Shrimp production was down 27 percent, but that figure is expected to rise sharply this year with the discovery of new grounds off Key West.

Also down was the catch of non-food fish. The 1949 haul was about 50% off the 1948 catch, but well above a previous low of 31 million lbs. Florida's principal non-food fish is the menhaden. Highest production on record for this fish was in 1943, when the catch totaled 202 million lbs.

Chief in the food fish catch was the mullet. The 1949 catch of mullet totaled 34,146,600 lbs. Other leading species were mackerel, 11,131,800 lbs.; grouper, 7,253,600 lbs.; snapper, 5,758,650 lbs.; trout, 5,166,600 lbs.; catfish, 4,530,050 lbs.

### Net Restriction Law Ruled Unconstitutional

A 1937 law setting up special net restrictions for Lee and Collier County salt-water fishing was declared unconstitutional by Judge W. May Walker at Tallahassee recently.

Judge Walker held the act was in reality a local law which should have been advertised in the counties affected before introduction in the Legislature.

The law prohibited stop-netting and hauling and dragging of seines and imposed net size restrictions for opera-

Fire Island Inlet. How long the shark had been in the net is difficult to say, but all fight was gone from the huge fish. It had to be cut into three parts before it could be hauled aboard. According to old-timers this shark is by far the largest ever landed in this part of the country.

### Barrett Named to Fisheries Committee

Assemblyman Elisha T. Barrett of Bay Shore has been named chairman of the subcommittee on fisheries of New York's Joint Legislative Committee on Interstate Cooperation. Assemblyman Barrett is a member of the Atlantic States Marine Fisheries Commission.

### Brick Plant to Become Boat Yard

The group of brick buildings comprising the former plant of the Sage Brick Mfg. Co., including eight and a half acres of land at Arshamomaque, has been sold to Fred W. Young of Southold. The plant will be converted into a modern shipyard.

The new owner of the property, who is a marine consulting engineer by profession, has been identified with the boat building business for about 15 years, and was formerly connected with the Hill Built Boat Plant at Madison, Ind. The new shipyard will be equipped for the building, repairing, hauling and storage of workboats and yachts.

### New York City Fillet Production

The 1949 fillet production of the 32 firms in New York City filleting fish amounted to 7,931,700 lbs. valued at approximately \$2,744,401. There were declines in the filleting of haddock and hake, which were almost offset by increases in cod and flounders. In 1948, a total of 8,028,000 lbs. of fillets, valued at \$3,047,630, was cut by 29 firms.

### Lester & Toner, Lee Shellfish Consolidate

Lester & Toner, New York City, has consolidated with Lee Shellfish, Inc.

Construction changes in Lester & Toner's old site have necessitated a change in location, and their new address is 208 Front St., New York City.



A group of fishing boats tied up near the Fishermen's Co-operative Association at Madeira Beach, Fla.

tions in the Ten Thousand Islands and the waters around Captiva, Sanibel, Estero, Pine and Marco Islands.

### Shrimp Cannery May Locate at Fort Myers

A recent survey indicating that the rich new Dry Tortugas shrimp beds will continue permanently may bring a shrimp canning plant to Fort Myers. The Chamber of Commerce has been conferring with the owner of a large East Coast cannery on the possibility of establishing a plant near Fort Myers.

The Chamber went into action after H. C. Singleton, operator of a fleet of 11 shrimp boats, declared that a recent survey showed the Dry Tortugas beds "will last forever". The boats which made the survey from the north end of the present beds to a point in the Gulf just south of Tampa were looking for new grounds near Fort Myers.

They found shrimp but the bottom was so rocky in the 12,000 square mile area off the lower West Coast that it could not be fished because of heavy damage to nets. This is what prompted Singleton to say that the assured breeding ground "is undoubtedly pouring an unending supply of shrimp into the Dry Tortugas beds."

Work was begun June 12 on dredging the Caloosahatchee River the full 16 miles from Fort Myers to the Gulf.

### Seeks Relief from Manatee County Stop Net Ban

Jim Guthrie, operator of the Bay Shore Fish Co. at Cortez, has asked the Bradenton Chamber of Commerce to help remove or ease the stop net ban, which he claims is greatly hampering Manatee County commercial fishermen.

A law outlawing stop and drag nets in Manatee waters was enacted by the 1949 Legislature and went into effect on June 1. It then had the endorsement of the Chamber of Commerce, but the directors voted on June 19 to name a committee to work with the fishermen on the problem.

Guthrie also has enlisted aid from the Chamber to work for dredging a shallow spot in Sarasota Bay near the fishing village so that shrimp fishermen from the beds off Key West may continue to use the Cortez facilities and other boats may be brought there.

### Venice Wants Harbor Improvements

The Board of Army Engineers was urged, at a hearing in Washington on June 19, to reconsider an adverse report on proposed improvement of harbor facilities at Venice.

Earl Rader, West Palm Beach attorney, appeared for the City of Venice, and Rep. Peterson and Senators Pepper and Holland submitted statements.

The improvement would have included construction of a channel 9' deep and 75' wide from Casey's Pass through Roberts Bay and a turning basin in Hatchett Creek.

Gross earnings of fishermen in the area are about \$275,000 annually, while the value of their catch is estimated at \$6,000,000.

Pepper advised the Board that the general improvement would permit fishermen to engage in deep-water fishing for snapper and grouper, which bring 50% higher prices than present shallow-water fish now caught.



## Gulf States Close Inside Waters to Shrimping

The season for commercial shrimping in Alabama's "inside waters" was closed June 3, in accordance with a regulation signed May 31 by Conservation Director Philip J. Hamm. The open season had been in effect since the second Monday of August, 1949.

Commercial shrimping in inside waters of Louisiana has been prohibited from June 21 until the second Monday in August. The remaining portions of the year are the open season, and salt water shrimp may then be taken, sold or possessed by any persons authorized to do so as provided by law.

A ban on the taking of shrimp smaller than 38 to the pound went into effect June 23. Commissioner Ernest Clements of the State Wild Life and Fisheries Department, in announcing the order, said that it would remain in effect until Aug. 14. The order does not apply to shrimp taken or sold as bait.

The shrimping season closed in inside waters of Mississippi at sunrise on June 21. The Mississippi Seafood Commission announced the closure, and stated that no trawling is allowed, but small nets and seines may be used to take shrimp for bait.

### Find Tuna in Western Gulf

Interesting but not spectacular finds of tuna fish have been located in the Western Gulf of Mexico, according to the U. S. Fish & Wildlife Service. Stewart Springer, fishing engineer for the Government agency, said that the tuna, of comparatively small size, were located as far as 100 miles offshore. The exploratory boat *Oregon* recently returned from a three-week trip into the Western Gulf, the first phase of the most intensive fisheries hunt ever undertaken in the area.

### Associations Elect Officers

All officers of the Fishermen's Cooperative Assoc. were re-elected at the annual meeting held in Morgan City on June 10. Jack Lewis is president, T. B. Mock vice-president and Alvah Galloway secretary-treasurer.

The Board of Directors includes J. H. Webster, Ashley Galloway, M. A. Yonge, Donald Green, Ernest Webster, Joe Dee, Earl Webster, Eunice Varnum, Chris Hansen and Clyde Davidson.

Louis Simmons of Biloxi, Miss. has been re-elected president of the Gulf Coast Shrimper's and Oystermen's Assoc. for his third term. Mackie Fountain was re-elected vice-president; Charles Allen was re-named secretary and Leon Strong was re-named treasurer.

Re-elected president of the Mississippi Gulf Coast

Fishermen's and Oystermen's Assoc. at the annual meeting in Pass Christian, Miss. last month was Robert Peralta.

Named to the board of directors were Al Benvenuti, Fred Castlin, Pete Cox, Joseph Kollsbergen and Richard Purchner.

### Record Catch of Shrimp

What was believed to be the record catch of shrimp delivered to any Morgan City, La. plant so far this year was brought in last month to the Twin City Fishermen's Assoc. plant. The haul was made by Capt. Wallace Boudreaux on the *W. J. Junior*. The shrimp were all under 25-to-the-pound in size, and the total catch amounted to 71.20 bbls. or 8,900 lbs.

Capt. Boudreaux had been fishing out of Brownsville, Texas, and was returning to Morgan City when he and his crew put in some time fishing in Louisiana waters and made the big catch.

### Conrad Launches Boat Every Two Weeks

For the past two months the plant of Conrad Industries at Morgan City, La., has been launching a new vessel every two weeks. On July 1, the *Longhorn*, shrimp trawler built for Firco Marine Industries, Corpus Christi, Texas, was launched. By July 15, a trawler for Troy Hardin and Venice Espouse was expected to be complete, and the end of July was expected to see delivery of another 65-footer for W. T. Reese of Corpus Christi. The vessels are ready-to-fish when delivered.

Scheduled for construction in August are boats for the Red Snapper Fish Co. of Beaumont, Texas, and the Marine Motor Service on Bayou Boeuf. The red snapper boat is for four partners—George and Robert Underhill and G. R. and George Robinson, Port Arthur, Texas.

### Grooved Shrimp Fishery May Be Developed

A new grooved (brown) shrimp fishery is in the process of being developed off Cameron, La. The Cameron shrimp vessels have been fishing some 40 miles offshore and producing good catches of this variety. However, the loss of gear has been quite heavy since the grounds are covered with coral reefs and rocks. Some of the craft have given up, but others are still working the grounds in the hope of locating some profitable area that would not contain as much coral.

### Oyster Shell Planting

Commissioner Ernest S. Clements of the Louisiana Department of Wild Life and Fisheries has announced the completion of shell planting in Sister Lake and Lake Felicity in Terrebonne Parish. A total of 34,620 barrels was planted in Sister Lake and 17,042 barrels were planted in Lake Felicity.

### New Trawlers Being Built for Ramos

Work is well under way at Sewart Machine Works, Berwick, La. on two shrimp trawlers being built for Joe Ramos of Patterson. The trawlers are to be built outside the plant because of their size, and workmen now are busy setting up the necessary frames. Mr. Ramos also has ordered three more trawlers from Sewart's. General Motors engines for the five boats are to be furnished by the Brady Engine Co. of Berwick.

On the ways recently at Solar's Shipyard, Morgan City, La., was a shrimp trawler owned by F. Alcina, which was equipped with a new Caterpillar Diesel.

### Berwick Bay Shipyard Expands Facilities

D. H. Diboll, yard superintendent at the Berwick Bay Shipyard on the Berwick waterfront, announced recently that a new loading wharf, 100' long, is being added. The firm has put into service a new railway large enough to handle vessels up to 500 tons in weight and 135' in length.

The shipyard specializes in general repair work on steel and wooden craft, and maintains a machine shop, a carpenter shop and propeller re-conditioning service. The yard also constructs vessels up to 65' in length.

### Biloxi, Miss. Boatmen Catching Unusual Shrimp

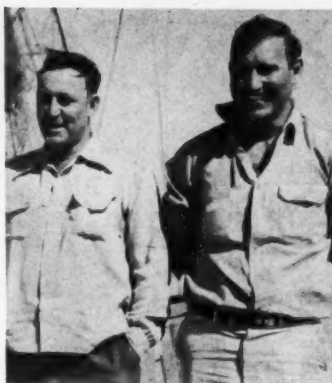
Some unusual catches have been reported recently by Biloxi, Miss. shrimpers. An increasing amount of the landings are of a type of shrimp commonly called the spotted pimp, which is lighter in color than the regular pimp and darker than the pure shrimp. Another dif-



George P. Kelly's 57' shrimper "Herman Kelly" of Biloxi, Miss. She is powered by a 165 hp. General Motors Diesel which swings a 36 x 26 propeller through a 3:1 reduction gear, and has a Stroudsburg hoist. RPM Lubricating Oil is used, and the craft has a capacity of 25 tons.



The 72' shrimp trawler "Wrangler", and her co-owners, Jesse Zorn, left, and Capt. Felix Bruney, of Aransas Pass, Texas. The boat operates out of Port Arthur, and is powered by a D13000 Caterpillar Diesel.



## Texas Has Best Shrimp Catches of Year

The first three weeks of June saw the best shrimp catches of the year landed at Texas ports. Large concentrations of jumbo white shrimp were located off Galveston, near Freeport, off Corpus Christi Pass, and in the Port Isabel area. Individual boat landings were as high as 10,000 lbs. per trip.

The "brownies" are beginning to show up in deep water 15 to 25 miles offshore. Large catches are predicted for July.

Galveston shrimp fishermen hauled in an all-time record catch during May, when 1,400,000 lbs. of shrimp were taken. This amount was almost three times the catch taken in May, 1949. During May of this year, the daily average was 50,000 lbs. The largest 24-hour catch was the 113,400 lbs. landed on May 24.

The total catch for the year through May 1 was 2,401,400 lbs., whereas last year, through September, the catch was only 2,453,000 lbs.

### Claim Fishing License Law Discriminatory

Chris Dobard and 40 other shrimpers now under District Court orders not to fish in Texas tidal waters have appealed through their attorneys, asking that the Texas commercial fishing license law be set aside by the State Supreme Court. Although the appellants live in Brownsville and Port Isabel, their boats came from Louisiana and other States.

They attacked the 1949 act on three main fronts. They said it discriminated against out-of-State fishermen, did not establish true conservation of marine life, and did not clearly define boundaries of Texas tidal waters.

Chief Justice J. E. Hickman and other members of the court have withheld a decision until a future date.

Directors of the Rio Grande Valley Chamber of Commerce planned last month to suggest to State Government officials that the Texas shrimp fishing license quota be increased by at least 250 this year.

The additional licenses are needed, the Valley-wide organization believes, by Port Isabel, Brownsville and Rio Hondo shrimpers who thus far have been unable to obtain State permits.

ference is that they have a series of red spots on their stomachs that seem to extend all the way through their bodies.

The average shrimp run from 25 to 35 to the pound, while the spotted pimps run as few as 18 to 21 per pound.

### Oyster Yield Drops

Production of oysters as reported to the Mississippi Seafood Commission declined about 20% in 1950, as compared with 1949. The Commission reported 161,974 barrels of oysters produced during the season recently ended, as compared with 202,602 barrels for the 1949 season.

### Blessing of the Fleet

The annual Blessing of the Fleet ceremony was held at Conn Brown Harbor at Aransas Pass on July 4, with the Rev. Fr. Charles Ordner officiating. Trawlers landed approximately 1,200 lbs. of red snapper from the banks for a fish fry which was served in the afternoon following the blessing ceremony.

### Capt. Frackish to Have New Trawler

Capt. Lawrence Frackish is in Biloxi, Miss. where he is having a new 70' x 22' x 8' trawler built to add to his fleet at Aransas Pass. The Duque Fish Co. of Aransas Pass processes the shrimp and fish produced by his fleet.

### Shrimp Boat Sinks

The 60' shrimp boat *Margaret* sank in the Gulf of Mexico off Island Beach last month after a hole had been ripped in her hull by a hidden snag. The two men aboard, Joseph L. Negrini and Robert Guard, escaped safely.

The *Margaret* was netting shrimp close inshore when she hit the snag.

### Experimenting on Shrimp Boat Refrigeration

Two refrigeration engineers, L. F. Blaser of Aransas Pass and J. W. McCormack of Kansas City, are working on a mechanical refrigeration unit which they believe may some day replace wet ice on shrimp boats.

A test run of the pilot unit was made on approximately 55 lbs. of shrimp at the Aransas Seafood Co.

The theory of the invention is an operation quite similar to the icing process. The unit is designed to maintain the temperature of boat holds at 28 degrees. Shrimp are placed in metal trays and are sprayed periodically with sea water with a temperature of 32 degrees.

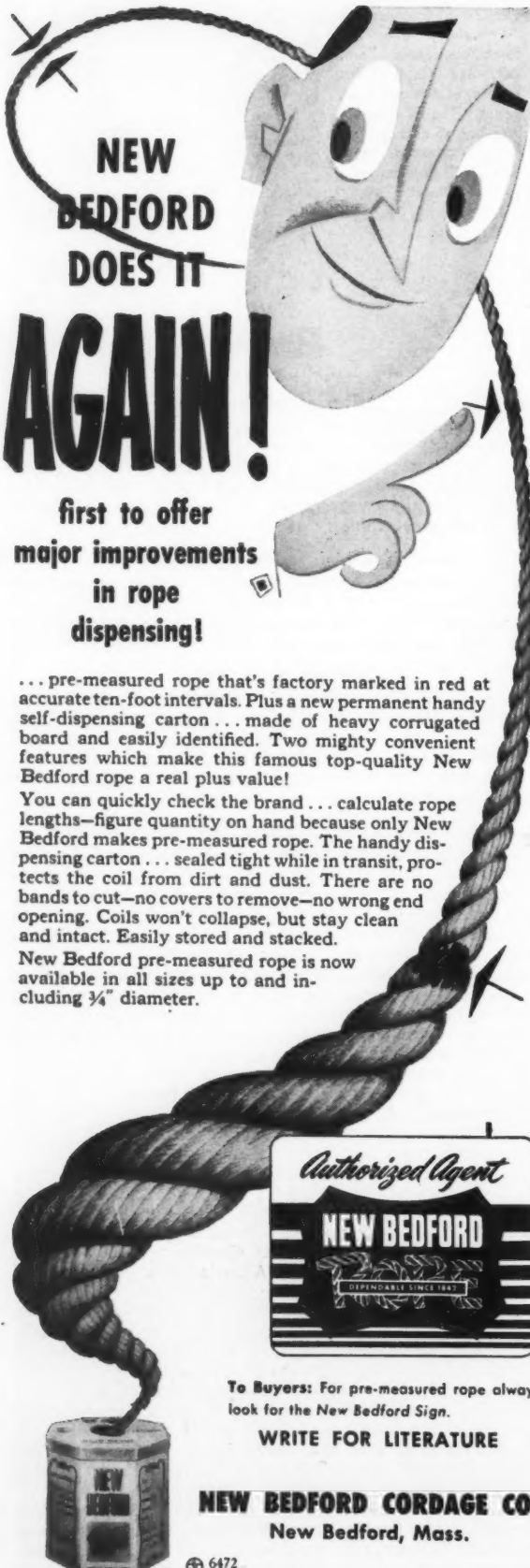
The sea water is calculated to act much the same as melting ice, carrying off the acids and bacteria given off by the shrimp. A small pump on the unit picks up the sea water, and passes it through a chilling vat before it is sprayed in a mist over the shrimp. After the water is filtered through the shrimp, it is returned to the sea.

### Mehos Heads New Shrimp Association

John Mehos, president of the Liberty Ice and Cold Storage Co. of Galveston, was elected president of the newly founded Texas Shrimp Association at its organization meeting held in Port Lavaca June 26. Thirty-odd industry representatives answered a call from all parts of the Texas Gulf Coast to form the new organization, which has among its purposes a program designed to establish standards for the shrimp industry.

It is anticipated that the new organization will be a model for other shrimp producing States along the Gulf. The Association will inaugurate an industry controlled set of standards that will pave the way for a quality control program for the frozen shrimp industry which will reach from the boat level to the consumer.

Other officers are Roselle Clegg, Port Lavaca, first vice-president; Norwell Jackson, Rockport, second vice-president; William Kenon, Brownsville, third vice-president; and John Faubian, Port Lavaca, secretary-treasurer.



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## New Bedford Boat Owners Offer Compromise on Safety Demands

Representatives of the New Bedford Seafood Producers Assn. appeared before a special meeting of the New Bedford branch of the Atlantic Fishermen's Union on June 14 to present a compromise proposal regarding the Union's demands for life rafts on all craft and an additional day in port between trips for scallopers.

Regarding the Union ruling for balsa wood life rafts as standard equipment, Seafood Producers Assn. stated that they favor the following items, to become effective July 15: for 10 to 11-man boats, a 10-man life raft and two or three life rings; on boats carrying seven or fewer men, a five-man raft and two or three life rings. Standard dories now on the vessels would be retained.

The plan for safety equipment as outlined by the boat owners was established after members had discussed availability of balsa wood craft. Owners were in agreement that placing of two rafts on a boat would not be possible, because of limited deck space, and commented that most crew members are agreeable to one raft and standard dories.

It was proposed by the boat-owner group that scallop draggers be kept in port only three days, as in the past, until overproduction is evident. Union orders stated scallopers must remain in port four days between trips to regulate the scallop market.

### "Jennie M." Lands First Swordfish

The first swordfish of the season was brought in on June 16 by the New Bedford harpooner *Jennie M.* The fish brought 72c a pound, and weighed approximately 200 lbs. The *Christine* and *Dan* landed 37 swordfish in port on July 1, which were packed out and sold in Boston.

### Dragger "Connecticut" Salvaged

The hull of the scallop dragger *Connecticut*, which went down in September, 1948, off Devil's Bridge in Vineyard Sound, is at the Hathaway Machinery Co., Fairhaven. Salvage operations on the scalloper, practically new when it went down, have been carried on periodically since last Fall. The hull was raised by Edward O. Sanchez, salvage master.

### "Theresa" Towed in After Fire

The 55' dragger *Theresa* out of Mystic, Conn. was towed to New Bedford after a fleet of five fishing boats had fought a flash fire aboard her on June 28.

### Boats On the Ways

Palmer Scott & Co., Inc. of New Bedford have made collision damage repairs to the *Major Casey*, owned by Philip Reinhardt of Long Island. She has a new stem and whaleback. Charles Blythe's *St. Anthony* has had a new stem piece and planking, and repairs have been made on the *Lt. Minor*, owned by Frank Serrano of Stonington, Conn. Hilyard Hiller's *Gannet* has had a general overhaul.

Whitehead Marine Radio Co. of New Bedford has installed a 25-w. Model 51 Apelco radiotelephone aboard the *Theresa*.

Work at Beaconside during June has included a Summer overhaul and complete paint job on the *Carol & Estelle*, and Charles Tapper's *Mary Ann* has had deck work and resheathing. She recently changed over to scalloping. The *Carl Henry* has had a complete paint job.

Capt. John Murley's *Charles S. Ashley* has had a general overhaul at Kelley's, and the *Ivanhoe*, owned by William Collis, has been painted and overhauled. Manuel Antonio's boat *Elva Beal* has had propeller and shaft work, and resheathing has been done on the *Charlotte* and the *Alice Hathaway*.

### Named Seafood Producers Assn. Director

Capt. Lief Jacobsen of Fairhaven has been named scallop director of the Seafood Producers Association to replace Oskar Helgeland, who died this Spring. Mr. Jacobsen, who recently purchased the dragger *Pauline H.*, is the son of the late Rasmus Jacobsen who served for several years as president of the boat owner association.



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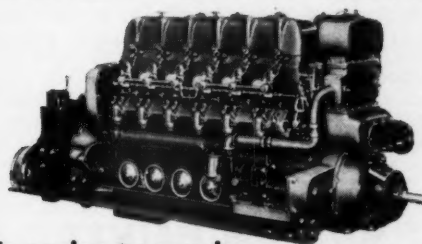


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## New Jersey Fishing Boats Making Good Catches

The largest catch of sea bass for this season, totaling 22,000 lbs. was unloaded on June 27 at the Cold Spring Fisheries dock, Wildwood. Jesse Laudeman, treasurer of the firm, said the catch set a new mark for a single boat.

In addition to the sea bass catch, commercial fishing results reached a new high the latter part of last month, with the following being recorded at the dock: 2300 lbs. of weaks; 10,000 lbs. blues; 7300 lbs. lobsters; 13,000 lbs. flounders; 490 lbs. ling; 34 lbs. eels; 1,160 lbs. butterfish; 71 lbs. kingfish; 185,000 lbs. porgies; 8,500 lbs. scallops. Thirty-seven boats figured in the catches.

The latter part of June saw a huge increase in fishing activity in the waters around Long Beach Island with special emphasis on bluefish.

On June 22nd, Capt. Richard Johnson in the *Four Sisters* brought in a catch of 222 blues.

Charles Moffett, also sailing from Beach Haven, reported fine catches and in two trips his boat the *Charlie Kay*, brought in a total of 226 blues.

The season's first tuna landings were recorded on June 10, with a catch of five tuna made by the *Southwind* sailing from Howe Brothers Yacht Basin in Beach Haven.

The party, consisting of Jack Kemmel, Harold Parker, Fred Griffen and Watson Pharo, located the tuna 40 miles southeast of Beach Haven.

A giant tuna, weighing more than 600 lbs. was brought into Sea Isle City on the *Jack*, commercial fishing boat of the D'Intino Bros., Thomas and Nicola. Caught in their nets, still alive, it took an hour to get it on the boat. The tuna is believed to be the biggest ever netted by a Sea Isle City fisherman.

### To Conduct Hearing on Canal

Col. Henry F. Hannis, an official of the Army Engineers' Rivers and Harbors Board, has been invited to conduct a hearing August 25 on the maintenance of the Cape May canal.

At the hearing, local interests will be given an opportunity to offer testimony in favor of keeping the canal among Federal maintenance projects. Government maintenance aid on the canal, which connects Cape May harbor with the Delaware Bay, is to stop under present arrangements in July, 1951.

The canal provides a protected cut-off for vessels by removing the need for boatmen going around the tip of the peninsula in open rough waters.

### Cumberland County Oyster Production High

Last year's total oyster production in Cumberland County was estimated to have exceeded 800,000 gallons, and this year's shipments are expected to exceed one million gallons.

## Holland Oyster Farming

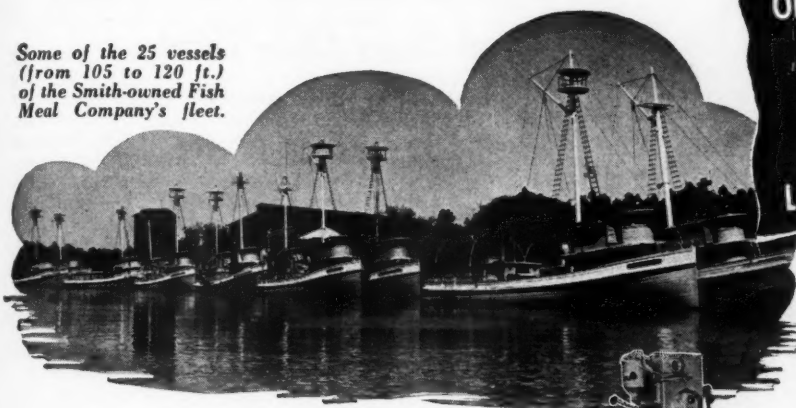
(Continued from page 16)

outside the natural beds is extremely limited, a fact which has often led to the erroneous belief that oyster larvae do not travel far from the bed where the mother-oysters once ejected them.

Oyster farmers increase the quality and the quantity of young oysters by offering the larvae a suitable material (collector), placed at the proper time in adequate places. In this way the chance for the larvae to find a suitable substratum is enormously increased. Thus the total production of young oysters comes to surpass many times the settlement on a natural bed.

If the proper material has been used in catching spat, the young oysters can be detached from the collector in due time, or the collector disintegrates by itself, so that well-shaped young oysters are produced. In the Oosterschelde, a body of water which favors the reproduction of the oyster by its suitable hydrographical and biological conditions, the types of collector most in use are lime-

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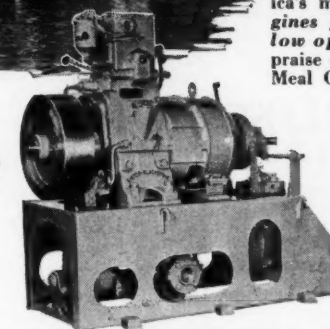
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coated roofing tiles (3 to 4 millions) and mussel shells produced by the mussel canneries (10,000 to 15,000 cubic meters per year).

The oyster farmers are faced with the problem of deciding when to plant collectors, so that they will not be silted over or covered with organic growth before the oyster larvae are ready to attach. The Dutch Government Institute for Fishery Investigations renders assistance by issuing bulletins at frequent intervals in the course of the Summer season, in which water temperatures, the number of oyster larvae per 100 litres, growth of those larvae and setting prospects are given. The result is that the productivity of the collectors, especially of the tile-collectors, is greatly increased.

Formerly one-third or even half of the collectors appeared to bear no spat at the end of the season, because they had been planted too early or too late. Though the intensity of setting may differ from year to year, the oyster farmers are able to approach the optimum set by acting upon scientific advice. Less work and material are now required therefore to catch a certain number of young oysters than before the establishment of the prediction service. The collectors very rarely remain barren today.

Biological investigations recently carried out in the Oosterschelde revealed that it is even possible to predict months in advance the particular day when a great peak in the production of oyster larvae can be expected.

## Combating of Enemies and Diseases

Competitors, enemies and diseases occur in every oyster region. Sometimes the oystermen are themselves unintentionally responsible for such pests. Thus the Dutch oyster farmers planted tremendous quantities of old Cardium shells several years following 1920, in an effort to raise the production of young oysters for which there was a great demand abroad after the highly destructive and mysterious oyster mortality in England and France in 1920 and 1921. The result has been that many

beds were covered with a layer of Cardium shells, which changed the ecological conditions. The slipper limpet (*Crepidula fornicata*), which is of American origin and which was unintentionally introduced in English coastal waters, found a very congenial home on those shell-beds. It reproduced there at an astronomical rate with a devastating effect upon Dutch oyster culture.

Shell-disease, caused by a fungus spreading from its burrows in old shells honeycombed with perforating algae, also became prevalent, exploding shortly after 1930. An extensive and intensive biological research, mainly carried out in the field under natural conditions, at last revealed the true character of this once so mysterious disease, which threatened Dutch oyster culture.

Methods have been found to combat both *Crepidula* and shell-disease effectively. The scattering of hard resistant shells, like Cardium shells, is no longer allowed. Only rapidly disintegrating shells, like mussel-shells, may now be planted on the beds. Old beds of shells have been removed by intensive simultaneous dredging, by which means the niduses of both *Crepidula* and the shell-disease fungus were eliminated.

In this work all the Dutch oystermen participated from well-understood motives of self interest. Moreover, scientific methods have been found and worked out to disinfect young oysters shortly after they have been attacked by shell-disease—methods which have been adopted by our oystermen with the greatest success.

There is good reason to believe that the joint effort to get rid of the niduses of *Crepidula* and shell-disease will greatly improve the conditions for oyster culture in the Oosterschelde. This is a result of fruitful cooperation of biological investigation and practical oyster farming.

The majority of oysters produced in the Netherlands is destined for export, mainly to Belgium and England. The oyster farmers store their product in oyster basins, which serve as wet store-houses, so that the oysters can be packed and shipped at any moment, irrespective of weather, tide and seasonal press.



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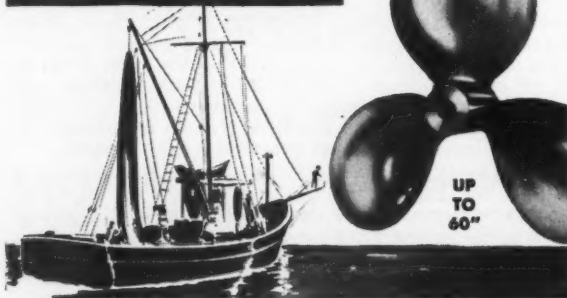
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## Maryland Shellfish Take Shows Gain of Over One-Third

Shellfish production in the Crisfield, Ocean City and Cambridge areas of Maryland totalled 945,800 lbs. during June, a gain of more than one-third over the 679,100 lbs. landed in the same month of 1949. Crisfield's 826,600-lb. take was the largest by far, followed by Cambridge, with 114,900 lbs., and Ocean City, 4,300 lbs. Soft crabs, with a poundage of 489,900, accounted for more than one-half of the total yield.

Fish landings in the same area were 363,100 lbs., having dropped from 538,400 lbs. in June of last year. Ocean City was the top fish-producing area, with a total of 289,900 lbs., whereas Cambridge had only 73,200 lbs., and Crisfield had no catch. The 153,500-lb. scup landings led the varieties, and fluke, with 60,700 lbs., was the runner-up.

### Population Study on Swan Point Oyster Bar

A population study of oysters on Swan Point Bar in upper Chesapeake Bay was conducted during the second quarter of this year by the Fish & Wildlife Service's Chesapeake Shellfish Investigations. The study was a continuation of a program to determine the effect of fishing effort on oyster population. The area of 3,292 acres was surveyed by dredge.

Preliminary results indicated that natural recruitment cannot be expected to maintain a commercially dependable population of oysters without planting from other bars. Part of the study is an effort to develop a practical method for conducting a census of commercial oyster bars.

### Choptank River Production

The Choptank is the longest and about the best known of the Eastern Shore rivers, and the leading Maryland tributary in the production of crabs, fish and oysters. Catch records gathered from licensed commercial fishermen over a five-year period, 1944-1948, revealed that the area produced an average of a million pounds of fin-fish annually. This yield represents approximately 10 percent of the total Maryland production from the Chesapeake Bay.

All types of fishing gear common to Maryland are used on the Choptank. The most productive gear is the pound net. Fishermen utilize this net the year around, in which they trap 45 percent of the total catch. The haul seine is a more selective gear and is fished mainly for croakers and rock. Forty-one percent of the overall fish yield is landed by this net. Although the River is closed to haul seine operations from May 21 to July 31 each year, this gear takes 93 percent of the River's total catch of croakers. The third most important gear used is the gill net. Fished mainly during the Winter and Spring months for rock, shad and white perch, the gill net captures 12 percent of the annual catch.

### The Question of Shadways

The renewed interest in the establishment of fish ladders on the several dams across the Susquehanna in order to make it possible for shad to pass upstream will be followed closely by the people of the Tidewater. It has been shown in Oregon that shad use ladders under some conditions, although there is little or no indication that the runs up and over them are sufficient to establish or re-establish a fishery. What shad would do when faced with three or four dams is problematic, in the opinion of R. V. Truitt, of the Maryland Department of Research and Education.

### Isaac H. Tawes

Capt. Isaac H. Tawes, prominent seafood packer of Crisfield, died recently in his eighty-sixth year of age following a long and eventful career in which he had experience in about all phases of seafood work. He served in turn as a crabber, oysterman, waterman, packer and processor.

## South Carolina Shrimpers Warned To Display License Numbers

Shrimp trawler operators in South Carolina waters have been warned by State Board of Fisheries inspectors to comply with a State law requiring display of license numbers. A single inspector, using a light plane, last month spotted more than 30 trawlers without proper numbers, operating between Charleston and Savannah.

The State law provides that the trawler's number be painted or posted on each side of the pilot house or cabin. The numbers must be at least 24" tall and 4" wide and must be painted in a color contrasting to the background so that they may be seen from a distance.

Two trawler operators were sentenced last month to pay fines of \$25 each for illegal trawling within Bull's Bay. State shrimp laws prohibit trawling within harbors, bays, sounds and rivers.

A group of seven trawler operators also were charged last month with trawling for shrimp in South Carolina waters without having South Carolina trawling licenses.

## Converted to Factory Ship

(Continued from page 15)

very compact ammonia absorption system which has no compressor, and whose only moving component is an ammonia pump driven by a 1½ hp. Imperial motor. This type of unit is said to be the first of its kind on this coast.

The system consists of an absorber which dissolves the ammonia gas in water. The pump then sends the strong ammonia liquid from the low pressure side to the high pressure side into a heat exchanger. From here the strong liquid goes to the generator and the weak liquid goes back to the absorber.

In the generator, which is charged with steam, the ammonia boils off and goes to the condenser, where it is cooled before entering the receiver and evaporators. After circulating through the refrigeration coils, the ammonia returns to the absorber, thus completing the cycle.

The complete absorption unit, including absorber, ammonia generator, condenser and receiver, as well as the boiler to generate steam for operating the absorption system, are located in the starboard side of the engine room.

The freezer has a capacity of 1200 lbs. every 2 hours. A duplicate freezing unit is available as a standby. The freezers are in a separate room forward of the processing area into which they open. Watertight doors are used between the processing and freezing rooms and the lower fo'c's'le, from which they are entered.

Conversion of the *Oceanlife* to a factory ship was performed by Bromfield Mfg. Co., East Boston. Joseph Sanchez, shipyard superintendent for Bromfield, supervised the job with the assistance of Burton Bromfield. Vincent Bruno is in charge of processing aboard the vessel and Acer Hilbourne is chief engineer.

## Other Equipment Installed

In addition to the installation of processing machinery, several new items of boat equipment were placed on the *Oceanlife*. These comprise a Bromfield auxiliary unit with 2 cylinder General Motors Diesel, 25 kw. Imperial generator, Marine Products pump and Curtis compressor; 6 cylinder, 160 hp. General Motors Diesel winch engine operating an 80 kw. Electro-Dynamic generator; Fairbanks-Morse reciprocating fire and bilge pump; RCA loran and Submarine Signal recording-type Fathometer.

Other equipment on the vessel includes a Model 37E14, 6 cylinder, 690 hp. Fairbanks-Morse propulsion Diesel which gives her a speed of 10 knots, Ferguson propeller, RCA 75-watt radiotelephone and direction finder, Kelvin-White compass, Sperry electric steering and rudder angle indicator, Submarine Signal visual Fathometer, 750 lb. Danforth anchor, Shipmate oil-burning range and Bromfield electric trawl winch winding 650 fathoms of 15/16" wire and operated by a 100 hp. Electro-Dynamic motor. Columbian rope and Texaco fuel and lubricating oil are used.

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- ☐ Model B—75 to 150 h.p. 50.00
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- ☐ Model D—over 250 h.p. 120.00

Name.....

Address.....

☐ Send FREE booklet, "How to Beat Rust".

Dealers, Distributors:  
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#### AUTOMATIC BILGE CLEANER

☐ Quart..... \$2.00

☐ Pint \$2.00 ☐ Quart \$3.50

#### LIQUID AQUA-CLEAR

Enclosed is

\$.....;

ship prepaid.

☐ Send C.O.D.

plus postage

# Equipment and Supply Trade News

## New Universal Six Engine Announced

An entirely new six-cylinder marine motor has been announced by the Universal Motor Co., Oshkosh, Wis. Known as the Super-Six, it is offered in two series—Express models of 145 hp. and Stevedore models of 130 hp. Of 340 cubic inch piston displacement, the new engine has many advanced engineering features which are said to make it smooth operating and extremely powerful.

The Super-Six measures just over 45" in length for the direct drive model, making it the shortest in its class. It is available with popular reduction drive ratios and in opposite rotation models. Both the Express and the Stevedore series are being offered with either the conventional type or Universal Finger-Tip hydraulic reversing gear.

The engine has a seven bearing, counterweighted, dynamically and statically balanced crankshaft with Tocco surface hardened journals and replaceable bearing shells. It has full length water jackets and Universal's nickel alloy iron manifold. Full pressure lubrication to main and connecting rod bearings and special oil pan construction for greater oil supply permit installations up to 18 degrees. A convenient hand sump pump is built in for quick oil changes.

The Super-Six has 12-volt ignition as standard equipment for fast, easy starting at all temperatures. It is available with 2½" mountings, rubber or solid.

The new Universal models have been thoroughly proved, both on the test blocks and in actual marine service, and now are in regular production.

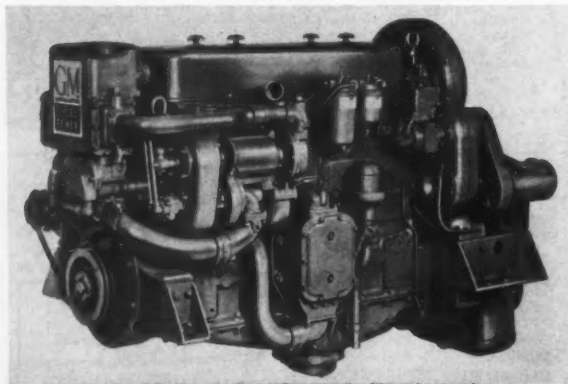
## General Motors Introduces Larger Diesel

A new compact, light weight Diesel engine, now being manufactured by Detroit Diesel Engine Division of General Motors is the 6-cylinder 2-cycle unit rated 275 hp. at 1800 rpm. It is designated the "110" because of its 110 cubic inch displacement per cylinder.

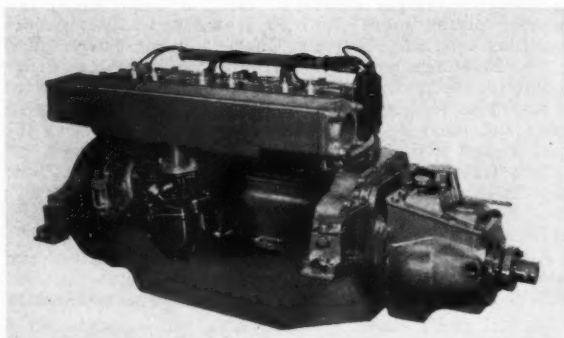
The new engine embodies the same principles of high-speed design as the 71 series. The horsepower rating is attained with a b.m.e.p. of 92 pounds per square inch. Bore is 5" and stroke, 5.6".

Features include blower scavenging with a new, gear-driven centrifugal blower furnishing considerably more air for the cylinders than is needed for combustion. Location of the blower at the rear of the engine, above the flywheel, not only offers a good connection to the main gear train, but also contributes to compactness. The blower impeller is an aluminum alloy forging 9 inches in diameter and is of the open type with radial vanes.

GM unit injectors pump, meter and atomize the fuel,



New 6-110 General Motors 275 hp., 1800 rpm. marine Diesel.



New Universal Super-Six, 145 hp. Express Model with Universal hydraulic Finger-Tip reversing gear.

and are easily removed for inspection or exchange. Cylinder block and head are one-piece castings, both being symmetrical about a vertical plane between the No. 3 and 4 cylinders. This symmetry allows the cylinder head and block to be reversed, giving a choice of rotational directions and making possible a variety of accessory locations to suit installation requirements.

Optional accessories, which may be powered directly from the gear train, include a hydraulic steering pump, an air compressor and a pump to circulate oil through a General Motors Torque Converter. The Torque Converter is designed specifically for the engine and installed as an integral unit at the factory for those applications where a fluid drive is advantageous. The General Motors hydraulic reverse and reduction gear is also available for marine applications.

## New Bedford Rope Chart Available

A new rope reference chart has been designed and produced by New Bedford Cordage Co., New Bedford, Mass. which gives specifications on manila, nylon and sisal ropes.

This handy wall chart measuring 17" x 22" is attractively designed. Such data as rope diameter, circumference, approximate net weight of 100 feet, approximate gross weight of full coils, breaking strength and working strength is included for sizes ranging from 3/16" to 3¾" in diameter.

In addition, the chart lists the various New Bedford ropes, explains New Bedford's exclusive dispensing carton and pre-measured ropes. Copies of the chart are available from the Company on request.

## Metco Corrosion Prevention Bulletin

Bulletin 93 of the Metallizing Engineering Co., Inc., 38-14 30th St., Long Island City 1, N. Y., announces the new Metco Systems for corrosion prevention on tanks, ship and boat hulls, and fabricated steel products.

The Metco Systems provide pure zinc or aluminum coatings treated to withstand various corrosive conditions. They are applied directly to the steel base with standard metallizing equipment.

For many conditions the life of the protective coatings can be enhanced by specific organic treatments, provided with Metcoseal coatings. The Metcoseals are firmly keyed to the zinc or aluminum and in themselves provide years of protection. When the Metcoseals finally weather away you still have the protection afforded by the pure zinc or aluminum—both anodic to the steel, and providing electrochemical protection.

Where appearance is a factor, Metcoseal Color Coats



# The "Aerolite" of Provincetown Is Powered by *Reliable "Caterpillar"*



**JACK MARTIN**  
Captain of the "Aerolite"  
*Provincetown*

CAPTAIN Martin is another in the long line of Provincetown skippers depending on Caterpillar engines for reliable power.

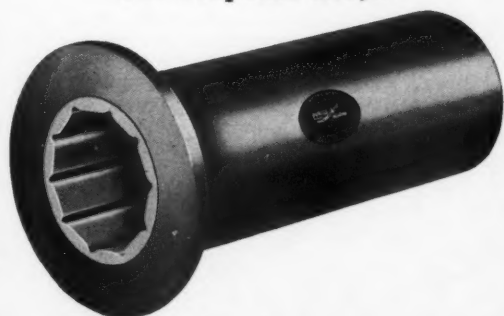
Economical, powerful, compact Caterpillar engines and PEMCO SERVICE make a trustworthy, unbeatable combination for sea-going fishing boats.



## **PERKINS-EATON MACHINERY CO.**

376 DORCHESTER AVE. BOSTON 27, MASS.  
TEL. SOUTH BOSTON 8-4660

## **B.F. Goodrich** *Cutless Bearings* For Propeller Shafts



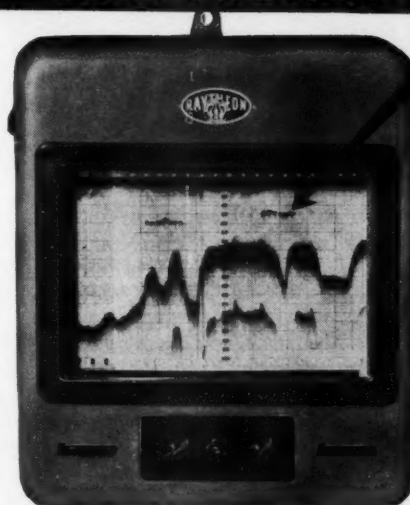
Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

**Lucian Q. Moffitt, Inc.**  
AKRON, 8, OHIO

Engineers and National Distributors

## LOOK HERE FOR FISH AND PROFITS!



\*Reg.  
U. S.  
Pat. Off.

This outstanding Fathometer\* Jr. (Model 1373, Recording type) gives a clear, undistorted picture of bottom contours . . . shows where fish are found . . . increases catches and profits.

SEE YOUR AUTHORIZED SUBMARINE SIGNAL DEALER about Fathometer Jr. Recording and Indicating Models and other electronic marine products.

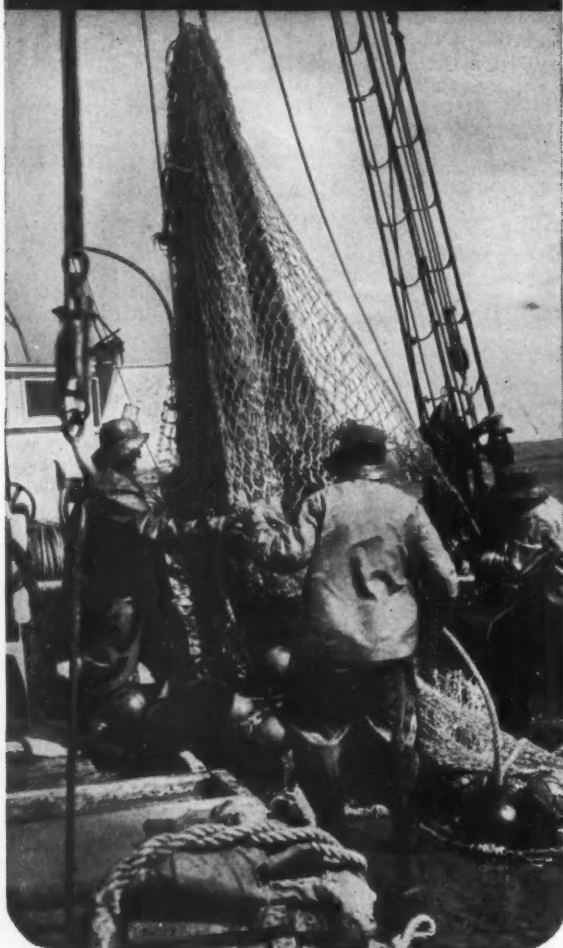
IT ISN'T A FATHOMETER IF IT ISN'T SUB SIG.

### **SUBMARINE SIGNAL DIVISION**

RAYTHEON MANUFACTURING COMPANY  
Dept. 6460-A, Waltham 54, Massachusetts



**You're on the right tack  
when you rig with Roebling**



**YOU SAVE MONEY** when you install Roebling Wire Rope for Rigging and Trawler Lines. And that's because Roebling rope gives you a lot of *extras* . . . extra strength and toughness . . . extra resistance to corrosion . . . extra dependability and long life on the job.

Steel used in Roebling Wire Rope is specially made in Roebling's own steel mills. Every step in drawing the wire and stranding is performed with painstaking care and by the most modern, precision machines. Wherever wire rope is at work today, Roebling is the most famous name ashore and at sea.

There's a Roebling Wire Rope of the right type and size for your every requirement. Have your Roebling Field Man help you choose the *right* ropes for superior service at lowest cost. John A. Roebling's Sons Company, Trenton 2, New Jersey.

**ROEBLING**



A CENTURY OF CONFIDENCE

may be applied in a range of five colors. These may be reapplied at long intervals without descaling or other expensive preparations because the zinc or aluminum have adequately prevented oxidation of the steel.

#### Vind Heads Enterprise Process Division

The appointment of Herbert A. Vind to head the Process Machinery Division of Enterprise Engine & Foundry Co., has been announced by Paul I. Birchard, vice president of the Company.

Vind was recently president of Western Sellers, Inc., and president of Central America Expansion Corp. In this capacity he directed domestic and foreign marketing of agricultural and industrial machinery and was active in the industrial development of various Latin American countries. He is located in the San Francisco headquarters of Enterprise Engine & Foundry Company.



#### New Non-Skid Steptreads

An innovation in non-skid companionway steptreads has just been introduced by the Shipshape products division of Trident Traders, 1247 Neptune Ave., Wilmington, Calif. The manufacturers, making a radical departure from conventional designs, have adapted the unique "Prolong Knot" into a steptread that is decorative as well as serviceable.

The treads are cast from actual knots in natural rubber  $\frac{3}{4}$ " thick, and are easily cleaned without becoming soggy or slippery. Four sizes are available with a choice of colors. They are easily installed by use of brass brads around outer edge of tread, or by use of marine glue between the rubber mats and ladder steps.

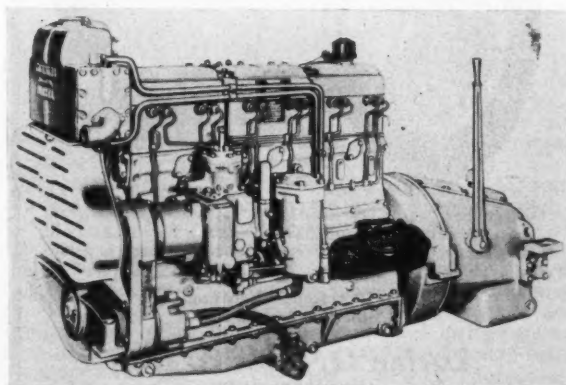
#### Goodrich Rubber Clothing Catalog

New catalog sections on its work suits, made both with rubber and with Koroseal, its flexible material with many advantageous properties for this type service has been published by The B. F. Goodrich Co., Akron, Ohio and are available upon request.

#### New Cummins Diesel in Production

A new and lower horsepower marine Diesel engine designed for work boats and pleasure craft has been announced by Cummins Engine Co., Inc. of Columbus, Ind.

The new engine is a marine adaptation of a standard HR-600 Cummins Diesel, and the model has been designated HRM-600. It is rated at 141 hp. at 1800 rpm. for pleasure craft applications; and 106 hp. at 1600 rpm. for heavy-duty commercial boats in continuous service.



New model HRM-600 Cummins Diesel rated 106 hp. continuous at 1600 rpm.

## North Carolina Making Survey Of Chowder Clam Population

The Institute of Fisheries Research, Morehead City, has undertaken a survey of the chowder clam population. Under the direction of A. F. Chestnut, shellfish specialist with the Institute, a boat was hired recently and dredging operations began in Core Sound.

From Harkers Island to Cedar Island on the east side of the channel and even in those areas where commercial clambers have been in operation there are still a considerable number of clams.

W. A. Ellison, director of the Institute, terms Core Sound as "virgin territory for chowder clams." There is no depletion to date, Mr. Ellison reported, and the territory should stand a great deal of dredging. Clams have been taken with dredges for the first time this year.

### Shrimp Catches Small

The shrimping season in inside waters opened on July 1, but fishermen reported the catches very disappointing. A large number of shrimpers from other ports came to the Carteret coast for the opening of the season, and inland waters were dotted with all types of boats seeking shrimp.

Shrimp were selling at retail markets for 60 and 65c a pound, count 40 to 45.

### Fishing Licenses Due

All 1950 commercial fishing licenses were due July 1, and fishermen who do not have their tags will be apprehended.

Licenses are necessary for the first time to place channel nets or shrimp pound nets. The license for a shrimp trawl net is \$5, for a pound net \$2.

Licenses may be purchased at the commercial fisheries office at Camp Glenn, Vandemere, Belhaven, Swanquarter, Englehard, Manteo and Southport.

## Delaware Assn. to Engage in Research

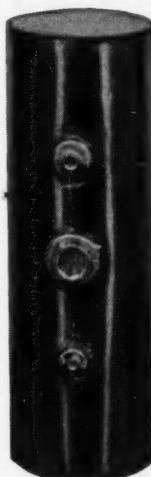
Organization of the Delaware Tidewater Fisheries Development Association, for the purpose of promoting and preserving the fishing industry in the State through research, was effected at a meeting on June 14 in Lewes of commercial and sport fishermen, wildlife conservation authorities and University of Delaware scientists.

M. Haswell Pierce of the Atlantic States Marine Fisheries was named chairman of the new Association, and Haywood Robinson, a party boat fisherman, was named secretary.

Norman G. Wilder, director of conservation for the Delaware State Board of Game and Fish Commissioners, said the new group will use graduate students from the University to develop research grants and work from a downstate laboratory, studying the life histories of the fish caught in the tidewaters of the State.

The Association will work with the menhaden, shell and food fisheries, developing requirements for oyster grounds, and methods of processing fish, and also will strive to increase the shad industry in the Delaware River after the new anti-pollution project is completed. The shad run in the Delaware is down to 17,000 lbs. annually, but 50 years ago it produced 15,000,000 lbs.

Among those at the organization meeting were Dr. Allen P. Colburn, acting president of the University; George M. Worrielow, director of the agricultural extension staff; Dr. James C. Kakavas, bacteriology professor; Otis Smith, representing the menhaden industries; Raymond McDowell, representing the State Federation of Sportsmen; Thomas White, captain of a commercial trawler; Leland White, president of the State Board of Fish & Game Commissioners; Clarence Plummer, party boat fisherman; Clifton Maull, member of the Pilot Boat Association; Dr. W. O. Daisey of Rehoboth; W. J. Dufendach, representing the fish packing industry; and Jay Pierce, of Wilder, Pierce & Robinson.



Welded-Monel tank, fabricated by BROWN-HUTCHINSON IRON WORKS, Detroit, Mich.



Welded-Monel tank, fabricated by ALLCRAFT MFG. CO., Cambridge 42, Mass.

# Less Trouble Less Risk Less Expense

## ...MONEL fuel and water tanks

When your tanks are made of corrosion-resistant Monel®, you carry effective protection against high maintenance bills and the risk of serious mishap.

Here's why!

- **Monel tanks resist corrosion.** They stand up to damaging salt water and any fuels and keep fresh water fresh.
- **No gasoline gums.** Corrosion-resistant Monel won't react with gasoline to form strainer and line-clogging, engine-damaging gums.
- **Seams stay tight.** Welded, correctly-baffled Monel tanks withstand engine vibration, wave pounding, and internal shock from sloshing fluids. They're strong at the seams.
- **Lower maintenance costs.** You can expect a Monel tank to last as long as the boat! You save on repairs, refitting, lay-ups. You should never have to rip out bulkheads and tear up decking because of tank repairs.

Your local boat yard or nearest competent sheet metal fabricator will gladly quote on safer, stronger, welded Monel tanks. See him before refitting or building.

And if you want to be sure your boat meets latest fire safety recommendations, check it against the new 1950 issue of "Fire Protection Standards for Motor Craft," adopted by The National Fire Protection Association. Send 35 cents directly to The National Fire Protection Assn., 60 Batterymarch Street, Boston 10, Mass.

**THE INTERNATIONAL NICKEL COMPANY, INC.**  
67 Wall Street, New York 5, N. Y.



**Monel**



"...It's the SEAGOIN® metal"



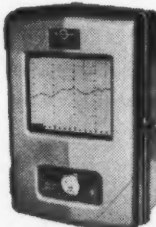


## 3,000 FISHERMEN CAN'T BE WRONG

Over 3,000 fishermen in ports all over the world are bringing home bigger hauls—thanks to their Bendix Fish Finders. These men have taken the guesswork out of fishing...have made navigation easier...and continue to save themselves thousands of dollars a year by avoiding the hazards that otherwise damage nets and gear.

Are you earning the same kind of money? There's the correct type of Bendix Fish Finder that can make more money for you too. The Bendix is inexpensive to buy, it's easy to install and it will give you years of dependable money-making service.

There's a dealer in your port who carries the Bendix Depth Recorder. See him today or write us for complete information.



**Pacific Division**  
Bendix Aviation Corporation

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BENDIX INTERNATIONAL, 72 FIFTH AVE., NEW YORK 11, N. Y.

## Fish Landings

### For Month of June

Hailing fares. Figure after name indicates number of trips.

#### NEW BEDFORD

Adventurer (4)	130,800	Little Chief (2)	10,200
Alden (1)	3,000	Little Joe (2)	18,300
Alva (4)	14,000	Madeline (2)	16,800
America (3)	20,300	Magellan (1)	55,000
Anna C. Perry (4)	79,100	Malolo (1)	85,000
Annie Louise (6)	92,700	Maria-Julia (3)	37,800
Annie M. Jackson (3)	51,800	Marion M. (1)	7,900
Arnold (3)	80,000	Mary J. Hayes (2)	91,800
Arthur L. (3)	49,300	Mary & Joan (3)	119,800
Austin W. (3)	63,200	Mary & Julia (2)	74,100
Automatic (3)	8,200	Mary M. (2)	33,500
Bernice (2)	11,500	Minnie V. (4)	67,100
Bonacker (1)	6,800	Misham (1)	2,400
California (1)	7,000	Molly & Jane (3)	64,200
Capt. Deebold (3)	69,400	Morning Star (1)	8,400
Carl Henry (3)	108,200	Natalie III (2)	19,000
Carol & Dennis (3)	17,400	Nellie (3)	12,800
Carole June (1)	69,000	New Bay (5)	26,300
Catherine T. (1)	47,000	New England (1)	7,400
Charles E. Beckman (3)	44,300	Noreen (3)	276,300
Charlotte (2)	9,900	Paolina (2)	42,200
Clare T. (1)	5,000	Patsy (1)	11,000
Clinton (5)	60,000	Pauline H. (3)	210,300
Connie F. (2)	47,000	Penguin (2)	46,500
C. R. & M. (1)	16,800	Petrel (2)	11,500
Dauntless (3)	84,800	Phyllis J. (4)	69,300
Dolly & David (2)	9,200	Portugal (1)	5,100
Driftwood (2)	13,400	Princess (1)	25,100
Ebenezer (3)	13,500	Ranger (1)	5,300
Edith L. Boudreau (1)	69,000	Reliance (4)	17,900
Elva & Estelle (2)	54,500	Rita (1)	7,000
Elva L. Beal (4)	25,300	Rose & Lucy (2)	10,500
Etta K. (3)	57,900	Rosemarie V. (1)	11,600
Eugene & Rose (3)	91,300	St. Ann (3)	103,200
Eunice-Lilian (2)	48,500	St. George (3)	9,300
Felicia (1)	8,000	Sally & Eileen (2)	44,500
Five Sisters (2)	8,800	Salvatore & Grace (1)	45,000
Fred Henry (1)	4,000	Sandra & Jean (4)	77,700
Gannet (3)	155,100	Santa Maria (1)	6,000
Genevieve D. (1)	7,900	Santa Treza (3)	10,800
Gladys & Mary (2)	95,100	Santo Antonino (1)	3,500
Growler (3)	107,500	Sea Rambler (1)	83,300
Heedja (1)	9,800	Serafina (2)	7,700
Helen (1)	21,700	Serafina N. (2)	10,000
Helen B. (2)	49,300	Solveig J. (2)	84,900
Hope (4)	55,300	Southern Cross (1)	2,900
Hope II (4)	35,200	Stanley B. Butler (2)	107,000
Ida & Joseph (1)	4,500	Susie O. Carver (4)	59,500
Idlewild II (2)	10,500	Theresa (Conn.) (1)	4,500
Invader (3)	70,400	Theresa (NBD) (1)	7,800
Irene (5)	73,700	Three Pals (2)	11,700
Ivanhoe (2)	55,500	Tina B. (1)	52,500
Jacintha (2)	95,100	Two Brothers (5)	73,100
Janet Elise (4)	39,100	Venture 1st (4)	122,300
Jean & Patricia (1)	3,500	Victor Johnson (4)	74,900
Jessie M. Dutra (2)	8,300	Viking (6)	136,700
J. Henry Smith (2)	6,800	Wamsutta (1)	30,600
Joan & Tom (3)	38,400	Wanderer (1)	4,500
Joan & Ursula (3)	114,900	Whaler (3)	139,300
June Bride (2)	45,800	William Chesebrough (2)	11,800
Kelbarsam (4)	59,700	Winifred M. (4)	40,000
Lera G. (1)	16,800	Yankee (1)	1,000

#### Scallop Landings (Gallons)

Abram H. (3)	3,300	Lainee K. (2)	2,000
Adele K. (2)	2,100	Liboria C. (1)	850
Agda (2)	2,000	Linus S. Eldridge (3)	3,245
Alice J. Hathaway (2)	2,000	Louis A. Thebaud (2)	2,200
Alpar (3)	3,300	Lubenray (2)	2,100
Amelia (2)	2,100	Malene & Marie (2)	2,200
Anna (2)	1,055	Marie & Katherine (2)	2,025
Antonina (2)	2,000	Marmax (2)	2,200
Antonio (1)	1,000	Martha E. Murley (1)	1,000
Barbara (2)	2,000	Mary Anne (3)	3,300
Barbara M. (2)	2,000	Mary Canas (2)	2,000
Bobby & Harvey (2)	2,100	Mary E. Deon (2)	1,900
Bright Star (3)	3,100	Mary R. Mullins (2)	2,200
Camden (2)	2,000	Mary Tapper (2)	2,025
Carol & Estelle (3)	3,025	Moonlight (3)	3,300
Catherine & Mary (2)	2,000	Muriel & Russell (1)	1,000
Charles S. Ashley (2)	2,200	Newfoundland (3)	3,300
Christina J. (2)	1,900	Palestine (2)	2,200
Daggy (2)	2,000	Pearl Harbor (2)	2,200
Doris Gertrude (3)	3,200	Pelican (3)	3,300
Dorothy & Mary (2)	2,200	Porpoise (2)	2,200
Edith (2)	1,100	Red Start (2)	2,200
Elizabeth N. (3)	3,200	R. W. Griffin, Jr. (1)	900
Fairhaven (2)	2,175	Sea Hawk (2)	2,000
Flamingo (1)	1,100	Sea Ranger (2)	2,100
Fleetwing (2)	2,200	Shannon (2)	2,000
Francis J. Manta (2)	2,000	Smilyn (2)	1,500
Friendship (2)	2,100	The Friars (3)	3,000
Irene & Mabel (2)	1,788	Theresa A. (2)	2,100
Janet & Jean (2)	2,200	Ursula M. Norton (2)	2,200
Jerry & Jimmy (2)	2,200	Virginia & Joan (2)	2,000
Josephine & Mary (1)	1,100	William D. Eldridge (3)	3,100
Julia K. (1)	500	William H. Killigrew (2)	1,765
Kingfisher (1)	1,000		

# New Bedford Swordfish Landings (No. of Fish)

Agda (1) 1 Jennie M. (1) 1

## PORTLAND

Agnes & Elizabeth (2)	151,500	Lucy Scola (10)	292,400
Alice M. Doughty (2)	122,300	Madonna (2)	86,900
Althea (4)	136,500	Manchinich (3)	219,800
Andarte (2)	112,000	Mary & Alice (1)	44,900
Araho (2)	180,000	Mary & Helen (14)	302,000
Baby Rose (1)	127,600	Mother Ann (2)	381,800
Belle Isle (2)	146,500	Nancy F. (2)	79,700
Bobbie & Jack (2)	130,000	Nora Sawyer (9)	209,000
Bonaventure (1)	160,000	Notre Dame (3)	238,000
Cara Cara (1)	155,000	Ocean Clipper (1)	85,000
Carolyn & Priscilla (4)	197,200	Olivia Brown (1)	74,800
Catherine Amirault (1)	56,100	Onward III (6)	45,200
Cecil W. (3)	190,500	Phyllis & Mary (1)	44,900
Challenger (17)	366,000	Pollyanna (1)	121,000
Chanco (2)	168,100	Positive (2)	285,000
Charlotte M. (1)	105,600	Powhatan (2)	119,000
Cherokee (3)	243,500	Queen of Peace (4)	126,000
Conquest (1)	116,000	Resolute (3)	196,500
Courier (2)	250,000	Richard J. Nunan (3)	223,300
Crescent (18)	635,800	Rosalie (1)	45,500
Cynthia (8)	165,600	St. Michale (7)	142,600
Dartmouth (1)	85,000	Sea King (3)	193,000
Elinor & Jean (4)	178,500	Sea Rambler (1)	70,000
Ethelina (2)	93,700	Sebastian & Grace (1)	50,000
Evzone (1)	77,000	Sebastiana C. (2)	124,900
Frances R. (1)	4,400	Theresa M. Boudreau (2)	200,000
Freddie H. (1)	16,100	Theresa R. (1)	96,000
Gudrun (1)	260,000	Thomas D. (1)	79,000
Hazel B. (2)	210,000	Vagabond (3)	201,700
Holy Family (1)	107,400	Vandal (3)	189,800
Julian E. (1)	180,000	Vida E. (14)	413,100
Julie Anne (1)	180,000	Villanova (1)	40,000
Kilarnay (1)	200,000	Voyager (3)	102,400
Lawrence Scola (2)	66,500	Whitstone (1)	70,000
Lawson (4)	179,000	Willard Daggett (2)	72,500

## BOSTON

Acme (5)	34,200	Lynn (3)	185,800
Addie Mae (5)	32,400	Mabel Mae (2)	83,100
Adventure (3)	264,100	Maine (3)	450,500
Agatha & Patricia (3)	166,500	Margaret Marie (2)	25,600
Alden (1)	12,000	Maria Del S. (3)	7,300
Alphonso (3)	14,900	Maria Giuseppe (8)	76,800
American Eagle (1)	37,900	Marietta & Mary (3)	84,800
Angie & Florence (3)	65,700	Maris Stella (2)	115,500
Annie & Josie (4)	14,100	Marjorie (4)	43,500
Arlington (3)	338,000	Marjorie Parker (1)	57,000
Assertive (2)	130,900	Marsala (3)	128,200
Atlantic (3)	253,300	Mary & Jennie (4)	31,800
Ave Maria (7)	216,900	M. C. Ballard (2)	134,400
Barbara C. Angell (2)	178,000	Michael G. (3)	27,300
Bay (3)	286,000	Michigan (2)	138,700
Bonnie (3)	364,800	Nancy B. (3)	78,500
Brighton (3)	214,000	Natale III (1)	6,500
California (1)	14,000	Neptune (3)	182,300
Calm (3)	466,000	Nova Antonio (3)	10,700
Cambridge (3)	255,200	Ohio (3)	191,200
Carmela Maria (4)	33,100	Olympia (2)	83,400
Carole June (2)	140,600	Olympia La Rosa (4)	216,400
Catherine B. (7)	161,600	Pam Ann (3)	193,800
Clipper (3)	175,800	Phantom (2)	247,800
Crest (3)	466,700	Pioneer (4)	29,400
Curlew (5)	23,500	Plymouth (4)	274,000
Diana C. (4)	45,500	Princess (4)	62,300
Dorchester (3)	188,600	Quincy (3)	205,500
Drift (3)	453,200	Racer (3)	270,300
Eddie & Lulu M. (1)	3,700	Red Jacket (3)	495,700
Elizabeth B. (2)	113,200	Robert & Edwin (5)	15,500
Esther M. (3)	313,600	Roma (4)	11,900
Estrela (3)	216,000	Rosalie D. Morse (3)	140,400
Eva M. Martin (3)	11,200	Rosa R. (3)	3,500
Famiglia (1)	25,400	Rosemarie (1)	9,500
Fanny F. Hickey (2)	14,700	Rosie (4)	40,300
Flow (3)	311,500	Rush (3)	213,500
Flying Cloud (2)	258,200	Sacred Heart (5)	15,600
4-C-688 (5)	15,700	St. Anna (4)	13,000
4-C-887 (4)	6,500	St. Francis (3)	13,000
4-D-356 (1)	800	St. Peter 2nd (2)	120,600
4-D-885 (2)	2,800	St. Rosalie (2)	88,200
4-G-370 (3)	16,300	St. Theresa (6)	20,000
4-G-673 (1)	2,400	San Antonio (2)	8,700
4-H-823 (4)	24,100	San Calogero (1)	14,400
Francesca (5)	36,900	Santa Maria (1)	19,000
Frances R. (1)	51,000	Santa Rita (4)	23,300
Geraldine & Phyllis (3)	121,000	Santina D. (1)	12,000
Hornet (3)	8,800	Savola (4)	29,700
Ida & Joseph (1)	11,000	Sea Fox (3)	35,100
Jackie B. (1)	11,000	Six Brothers II (6)	22,800
J. B. Junior (2)	56,600	Surge (2)	322,500
J. B. Junior 2nd (3)	10,500	Texas (2)	134,900
Jimmy Boy (1)	8,700	Thomas Whalen (4)	268,900
Joe D'Ambrosio (4)	17,500	Triton (2)	215,700
Johnny Ryan (2)	19,300	Two Pals (4)	19,300
Josephine (4)	15,700	Viola D. (1)	12,400
Josephine F. (4)	24,900	Virginia (1)	34,000
Josephine P. 2nd (3)	57,900	Wave (3)	533,500
Josie M. (4)	36,200	Weymouth (3)	224,500
Leonarda (1)	3,800	Wm. J. O'Brien (3)	244,900
Leonard & Nancy (1)	52,800	Winchester (2)	180,800
Little Nancy (4)	126,900	Winthrop (3)	208,200
Louise (3)	177,100	Wisconsin (3)	480,300
Lucky Star (2)	124,400	Yankee (2)	27,600

## Scallop Landings (Gallons)

Liboria C. (1) 1,000

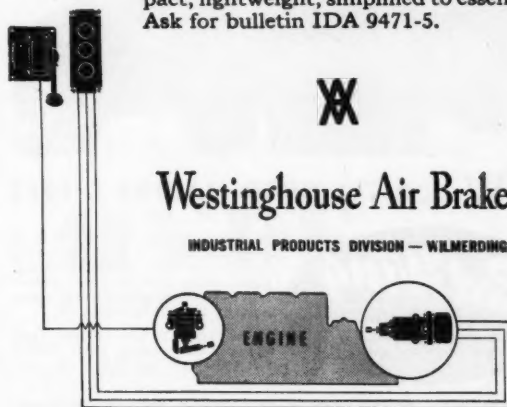
## Swordfish Landings (No. of Fish)

Eugenia J. (1) 12

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fishing and work boats

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1000-Watt, 32-Volt \$ 335

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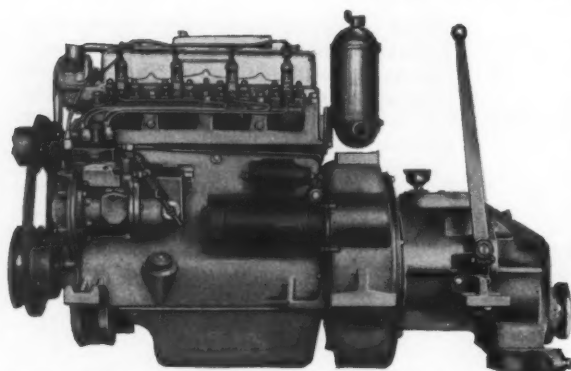
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RED WING MOTOR CO., Red Wing, Minn.



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**RUFF-N-TUFF EUREKA SUIT** has a 30" JACKET—is light and roomy to let you move easily. Corduroy collar. Inside fly-front has rust proof, nickel-on-brass ball and socket fasteners. OVERALLS have bib-front, adjustable elastic suspenders, cut-off strips to shorten legs. Small, Medium, Large.



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**PEERLESS SUIT** has 30" JACKET, resists oils and acids. Neoprene coating inside and out. Corduroy tipped collar. Rust-resistant ball and socket fasteners. OVERALLS have bib-front with adjustable webbing suspenders and waist ties. Small, Medium and Large.



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Rockefeller Center, New York City

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Alden (1)	2,000	Manuel F. Roderick (1)	99,500
Aliburton (2)	1,500	Margie & Roy (1)	500
American Eagle (2)	117,000	Maria Giuseppe (1)	1,000
Anna Guarino (4)	5,000	Maria Immaculata (4)	5,000
Annie (5)	16,500	Marie & Winifred (2)	111,500
Annie II (3)	3,500	Mary (5)	18,500
Ann & Marie (2)	15,000	Mary F. Curtis (2)	188,000
Anthony & Josephine (4)	10,500	Mary & Josephine (2)	312,000
Arthur D. (5)	9,000	Mary Jane (1)	125,000
Baby Rose (1)	125,000	Mary Rose (1)	96,000
Benjamin C. (1)	200,000	Mary W. (2)	12,100
B. Estelle Burke (3)	200,000	M. F. Roderick (1)	110,000
Bonaventure (1)	180,000	Nancy F. (1)	42,000
Capt. Drum (1)	700	Natalie III (1)	1,200
Carlo & Vince (5)	297,000	Noah A. (3)	20,000
Caspian (1)	56,500	North Star (1)	2,000
Charlotte M. (1)	135,000	Novelty (5)	8,500
Chebeague (2)	36,000	Nyoda (1)	33,000
Cigar Joe (5)	243,000	Olivia Brown (1)	93,000
Columbia (2)	431,000	Phyllis & Mary (3)	63,500
Curlew (2)	360,000	Pilgrim (3)	523,000
Dartmouth (1)	117,500	Priscilla (5)	8,000
Dawn (4)	14,500	Puritan (2)	310,000
Dolphin (1)	125,000	Raymonde (2)	199,000
Doris F. Amero (1)	52,000	R. Eugene Ashley (3)	120,000
Doris H. (2)	17,500	Rita B. (3)	280,000
Eastern Point (3)	24,500	Ronald & Mary Jane (1)	162,000
Edith L. Boudreau (1)	103,000	Rosa R. (1)	1,000
Eleanor Mae (3)	20,500	Rose & Lucy (2)	9,700
Emily Brown (2)	393,000	Rose R. (1)	1,000
Eva II (6)	9,000	Rosie & Gracie (1)	500
Evelyn M. Goulart (1)	93,000	Sacred Heart (5)	9,300
Felicia (2)	484,000	St. John (5)	14,500
Frances R. (2)	3,000	St. Joseph (3)	153,500
Francis McPherson (2)	315,000	St. Nicholas (2)	375,000
Frankie & Rose (1)	10,000	St. Peter (4)	217,000
Gaetano S. (1)	140,000	St. Rosalie (1)	41,000
Gertrude E. (6)	7,000	St. Victoria (2)	218,000
Golden Eagle (2)	291,000	Salvatore & Grace (2)	52,000
Hilda Garston (2)	410,000	Santa Lucia (2)	13,000
Holy Family (1)	21,000	Santa Maria (1)	800
Ida & Joseph (1)	800	Sea Hawk (1)	8,000
Jackie B. (1)	600	Sea Queen (1)	53,000
Jackson & Arthur (7)	17,700	Seraphina N. (2)	10,500
J. B. Junior (2)	6,500	Skelligolee (2)	119,000
Jennie & Julia (2)	56,000	Superior (2)	222,000
Jennie & Lucia (1)	23,000	Sylvester F. Whalen (1)	162,000
Johnny Baby (1)	500	The Albatross (2)	335,000
Jorgina Silveira (2)	132,500	Three Sisters (1)	1,000
Jorge & Lucia (2)	340,000	Tina B. (1)	110,000
Josie II (5)	7,000	Trimembral (8)	11,500
Kingfisher (2)	390,000	Uncle Guy (3)	111,000
Kula (5)	9,500	Viola D. (1)	1,000
Lady of Good Voyage (1)	111,000	We Thre (1)	1,000
Lasseghn (2)	3,000	Wild Duck (2)	308,000
Lou Sam (2)	3,000	Yankee (2)	5,500
Malolo (1)	87,000		

## NEW YORK

Black Hawk (2)	47,500	Katie D. (2)	119,500
Catherine C. (1)	100,000	Old Mystic (1)	15,000
Felicia (1)	31,000	Russell S. (1)	16,700
Irene & Walter (1)	12,000	Teresa & Jean (2)	169,200
John G. Murley (2)	75,000	Virginia (1)	41,500

## Scallop Landings (Gallons)

Antonina (2)	748	New Dawn (3)	2,800
Ballantrae (2)	1,375	Norseman (1)	1,000
Beatrice & Ida (3)	2,950	Olive M. Williams (2)	2,000
Benjamin Bros. II (3)	2,800	Peerless (2)	1,200
Bright Moon (2)	1,600	Phyllis J. (1)	900
Buzz & Billy (1)	1,100	Quest (2)	1,600
Catherine C. (3)	3,000	Rainbow (3)	3,000
Florence B. (3)	3,300	Reid (3)	3,000
Friendship (2)	1,900	Richard Lance (1)	900
Gambler (1)	1,000	Rockaway Belle (3)	2,400
Gloria F. (3)	3,000	Rosalie F. (3)	3,000
Gud Kay (3)	2,300	St. Peter (1)	900
Hazel S. (2)	1,432	St. Rita (2)	1,525
Malvina B. (2)	2,000	S #31 (3)	3,000
Mary (2)	1,700	Sunapee (2)	2,100
Mary Ellen (2)	1,400	The Queen (2)	2,150
Midway (1)	800	Victoria (3)	2,600
Nelfred (2)	1,400	Whaling City (2)	2,100

## Swordfish Landings (No. of Fish)

Black Hawk (1)	1		
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## STONINGTON, CONN.

Alpen (17)	9,700	Mary A. (15)	31,200
Amariad (16)	11,400	Mary Ann (13)	31,700
America (2)	3,600	Mary H. (13)	18,400
Averio (14)	14,000	Old Mystic (16)	36,000
Bette Ann (15)	31,000	Our Gang (17)	33,800
Betty Boop (16)	43,300	Pete L. (2)	600
Carl J. (5)	14,700	Pvt. Frank Kessler (1)	200
Carolyn & Gary (12)	20,200	Ranger (1)	1,400
Connie M. (17)	27,900	Rara Avis (17)	13,100
Eleanor (14)	12,300	Regina II (3)	700
Fairweather (15)	59,500	Rita (1)	3,600
Fatima (12)	6,600	Rose L. (13)	10,200
Five Sisters (1)	1,400	Russell S. (1)	6,800
Harold (17)	35,600	Ruth M. (8)	17,800
Irene & Walter (12)	23,200	St. Peter (16)	19,400
Jane Dore (16)	33,900	Vagabond (11)	15,900
Kwasind (15)	27,400	William B. (15)	37,100
Laura (15)	17,700	Wm. Chesebrough (1)	1,900
Lindy (13)	27,200	William D. (Montauk) (1)	8,300
Marise (12)	17,100		



## Vineyard Bailings

By J. C. Allen

June generally is a good month in these bearings, but the number of real heavy individual trips was not large. The aggregate, landed by the fleet, stacked up impressively week after week, but from the pierhead, we seriously doubt if the total figures are up to those of a year ago. This refers to dragging.

The seiners have not fared so badly, but the fish have not bunched close to us. Rather they have trended both east and west, and the fleet has followed them. Everything, from the beginning, has indicated a good mackerel year, but who the devil can pin his faith on signs? Maybe it won't be at all. If the blues and boo-hoos and bonito strike on, and they surely will if it gets hot enough, then they will drive the mackerel clean to the Bay of Fundy, same as they have done before.

Very few men bait a hook in these bearings today. It is not regarded as a progressive method of producing seafood in the raw. We agree with the prevailing sentiment; it is slow, but we have to consider also that it costs but little, comparatively speaking, to rig and fit-out for this kind of work.

We have seen, during the past month, a little boat that cost perhaps \$5,000 to build, at the outside. Her gear consists of a dozen hand-lines and an old wooden ice-chest, built for a dwelling, but perfectly swell for keeping bait. We have seen this little boat come in from fishing two tides with four lines going, and weigh out a thousand pounds of live fish. With scup and sea-bass as cheap as they are locally, these two lads drew about twenty bucks a day for their trip. Five dollars would cover their expenses. It's not fast going, as they do it, granted, and fish have to be pretty damned thick when two men can haul them that fast.

We observed the gang fitting out for swordfishing, about on schedule, with expectations which we feel are justified, of a good season. The cycle is swinging, it seems to us, and given the weather, the fish will be taken. But it looks to us as if there could be a fly in the ointment. We are referring to imported sword which are bringing thirty cents at the caplog on the day that our gang ironed their first native fish. In this particular department we can see eye to eye with those lads who fight imports and the system of importing.

Lobstermen in this entire neck of ocean have done nothing. Yet we have to wonder, after watching things through June, if another cycle isn't swinging. The presence of a great many small lobsters is reported everywhere, not merely "shorts" that may be legal after they shed, but finger-length critters, and all the way between. There surely will be some fishing sometime if there is any great number of these tiny lobsters. Personally, we have not known of this phenomenon for darned near 40 years, and it revives hope.

We haven't mentioned the State lobster hatchery established on Marthas Vineyard Island this year, and just beginning to operate in pretty good shape. Egg lobsters have been collected in various places and put in the cars and tanks, and the first hatchings have appeared and been disposed of.

It's a gamble, of course. It has been tried before in various places, and sometimes without noticeable success. But we worked for this one, because of the theory that much might depend on the place where it was tried, and the characteristics of that place with respect to feed, natural enemies and water temperatures. When, therefore, we see the lobstermen hauling pots that contain half a bucket of lobsters, the size of shrimp, we figure that our theory has some merit.

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PRECISION-TYPE DIRECTION FINDER  
"Choice of Atlantic Fishermen"  
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## CONNECTICUT

Landings at Stonington went up during June while prices went down. Thirty-nine draggers brought in a total of approximately 339,100 lbs., of which the bulk was blackback flounder. The landings were about 191,000 lbs. over the May totals.

When prices plummeted to two and three cents for flounders the week of June 12, a number of fishermen tied up for several days. They complained that with a price that cleared only 75c on 200 lbs. of fish, it wasn't worthwhile to go out.

The *Our Gang*, *Vagabond* and *Connie M.* were the only draggers trash fishing out of Stonington last month.

### "Lucky" Sold

The *Lucky*, formerly owned by Dennis Cidale and Sam Roderick of Stonington, has been sold to Jim White of Weymouth, Mass.

### New Equipment Installed

At the Mystic Marine Railway, Mike Brustolon recently installed a Twin Disc clutch in the *Two Brothers* of Point Judith and a set of Surrette batteries in Capt. Sterling Eyer's *Ranger* out of Stonington.

At the Lathrop Engine Co. docks, Mystic, a D-100 Lathrop Diesel was placed in the *Ave Maria* of New Haven, the dragger owned by Joe Piretti and Bonaventure DeLandri. In from Gay Head, Mass., Capt. Walter Manning's *Bozo* is having a new Lathrop D-90 installed. A Lathrop Engineer's Model has been put in Capt. Al Hayes' *Carlton S.* of Block Island.

### Remodeling Cutter into Dragger

In Mystic, Capt. Remy Fauquet is remodeling an 83' war surplus Coast Guard cutter into a dragger to replace his ill-fated *Stormy Weather* which grounded and broke to pieces on the beach at Quonochontaug, R. I. last Winter. The two 165 hp. engines and the radio equipment salvaged from the wrecked dragger are going into the new ship.

### Get New Depth Sounders

Dick Jacobs of the electronics section of the Noank Marine Exchange has installed a Wilfrid O. White & Sons Surecho depth sounder in Capt. Charles Westcott's *Ruth W.* of Point Judith, and Kaar depth sounders in Capt. Dennis Cidale's *Carol* & Dennis of Stonington, Capt. Jim Mello's *Princess* and Capt. George Thompson's *Ronald* & *Dorothy*, both of Point Judith.

The Noank Marine Exchange, of which Capt. I. M. Jacobs is proprietor, has been appointed the dealer in the Eastern Connecticut-Southern Rhode Island area for Onan generators.

### Fish Promotion on Television

Since July 1949 the Fishery Council of New York has promoted the sale of fish and shellfish through the medium of television publicity.

Seven radio stations have broadcast publicity material prepared by the Fishery Council. Don Goddard's news show "Up to Now" included Fish Facts, and Josephine McCarthy televised Fish Cookery. The first show offered the "Fish 'n' Tips" cook book, and the second offered the FC cook book and the new Wilbur-Ellis swordfish booklet to televiewers.

A third broadcaster was Kathi Norris. This TV star played the leading role in the Council produced and directed film of shad fishing on the Hudson made at Harry Lyons' shad camp just above the George Washington Bridge. Dressed in sou'wester, boots, rubber overalls and coat, she played the part of an undersized shad fisherman. She set nets, hauled them, heaved the shad into boxes and weighed them for delivery to Fulton Market. Miss Norris showed and narrated the film to her TV audience as "My Newsreel".

## FISHING BOATS

of all types are now installing  
the new

"**SUR ECHO**"

**LOW-PRICED  
DEPTH-SOUNDER**

**\$335**

Registers to 300 ft.  
Indicates in feet and fathoms  
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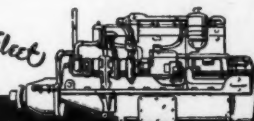


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MYSTIC, CONNECTICUT

SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

## Massachusetts Union Ordered To Cease Limiting Catches

In a far-reaching decision, involving the entire fishing industry of the United States, the State Supreme Court on July 7 decided that the Atlantic Fishermen's Union is a monopoly in violation of the common law and that fishermen are employees and not joint entrepreneurs with the owners of the vessels.

As a result of the decision of the high court, the Union is enjoined from limiting the catch and fixing the price of fish and is fined \$500 for violating a 1947 injunction.

The opinion of the court, written by Chief Justice Stanley E. Qua, fixes for the first time in the history of the industry the legal status of fishermen. Owing to the fact that fishermen are not paid wages, but receive a lay or certain portion of the receipts of the catch by way of compensation, it was not previously known whether they were legally employees or not.

The State Supreme Court ruled that they are employees, entitled to bargain collectively or strike for higher wages, a larger share of the lay or better working conditions, even though the effect may reduce the supply and increase the price of fish.

The decision of the high court terminates lengthy litigation against the Union in the State courts, which was started by Attorney General Clarence A. Barnes in February, 1947. At that time, the court also ruled that the Union was a monopoly and ordered it to cease limiting the catch of fish and to stop fixing the minimum price.

### First Swordfish, Seine Mackerel Trips Landed

Boston Fish Pier had its first direct trip of swordfish of the season at market opening June 29. The *Eugenia J.*, Capt. Byron Lee Parsons, had 12 swordfish, and received a record top price of 94c per pound.

The first mackerel seiners to come to Boston this year arrived at the Fish Pier on June 15, but one of them left for Gloucester because the offering price was not satisfactory. The arrivals were the *Santa Maria*, with 19,000 lbs.; the *Alden*, 12,000; *Jackie B.*, 11,000; and *Rose-marie*, 9,500.

### Georgia Firm Building New Packing Plant

The Jekyll Island Packing Co. of Brunswick, Ga. has let a contract for construction of a new 80' long building, which will provide 8,000 square feet of floor space for a portion of its packing operations.

The building will be the first unit in a plan calling for addition of other units as soon as possible. Engineering and architectural studies are in process now for adding large-capacity freezing and packing equipment. The firm is preparing to produce as many as 25,000 packages of seafood per day.

A Brunswick-born industry, Jekyll Island Packing Co. pioneered in preparing and packaging frozen ready-to-cook breaded shrimp, for which there is a good demand.



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## Canadian Report

By C. A. Dixon

During May, landings in the sea fisheries of Canada (Newfoundland not included) amounted to 147,035,000 lbs. with a value of \$8,273,000. As compared with May, 1949 these figures are higher by 15.9 and 26.6% respectively. The cumulative totals for the first five months of 1950—399,424,000 lbs. and \$16,093,000—are 13.8 and 17.9% greater than the totals for the like period of 1949.

The Atlantic Coast fisheries yielded 131,577,000 lbs., an increase of 18.2% over the catch taken in the same month of last year. Almost all species were landed in bigger quantities, with herring, lobsters, cod and alewives leading the way. The value of the catch—\$6,069,000—was higher by 36.6%, and for this big increase a more than ordinarily successful lobster fishery was almost wholly responsible.

### Sardine School Surprise

Among the surprises in June was the appearance of a belated Spring school of sardines along the Maine and New Brunswick coasts, or the premature strike of the Summer school of 1950—whichever way one is inclined to view the situation. Anyhow, the sardines came, and adequate supplies for the factories on both sides of the border were obtainable all the month. The price for sardines was immediately slashed from \$20 a hoghead to \$10. The fish were of larger size than those caught earlier in the year, and of excellent quality.

### Prospects Good for Canneries

New Brunswick sardine canneries are said to have advance orders sufficient to keep them running for several months. Therefore, it looks now as if the Canadian factories will be operated steadily the entire year, provided the fish supply continues to be adequate for the existing demand. One of the principal reasons for this healthy condition in the industry is that for more than five months of 1950 practically no fish were obtainable, whereas in a similar period in other years the Canadian sardine canneries were being operated steadily from January on. This loss of time caused a big shortage in the annual pack which cannot be made up, it is believed, unless fish continue to be very plentiful, without break, for the remaining half of 1950.

### Business Brisk at Wilson's Beach

One of the busiest fishing ports in New Brunswick is that of Wilson's Beach, the principal handling port in the southern section, at which landings of pollock have been heavier than for many years past. Dealers have filled all the containers they could get—hoghead upon hoghead—with the salted pollock, and Jackson Bros. have been forced to build a large new unit to their already extensive plant. This is rapidly being filled with fish. The firm, a year or more ago, installed patent dryers in a unit of their plant for the hard drying of pollock and hake for the West Indies and South American markets. This year they will have sufficient quantities of fish to take advantage of large orders.

With pollock so plentiful in Quoddy River, many of the trawl fishermen using large boats for fishing outside, have abandoned their trawls for the time being, and turned to handlining in inside waters. It is unusual to see so many finely equipped fishing boats, which cost thousands of dollars, engaged in handlining. Expenses, of course, are small as compared to those entailed in trawl fishing; and the element of sport in the jigging, pegging and handlining of pollock, to say nothing of dipping them when the fish school is on the surface of the sea, or netting and seining them, has a lot to do with attracting men normally engaged in pulling in fish from trawls. There's a lot of real sport in pollock fishing in Quoddy, as everyone knows who has tried it out. This year men have

caught fish by the hundreds instead of by tens, as in years of the immediate past.

### Lobster Season Over

The lobster fishing season in southern New Brunswick ended in June. Although no official report has yet become available regarding the total catch and total value of the Spring landings, it is believed that they will match quite favorably those of previous seasons, in spite of the fact that small catches were made in the opening weeks. The price, which fluctuated between 35 and 40 cents a pound at first, dropped sharply to as low as 25 cents later in the season, but climbed again to 30 cents in June. Large landings in other parts of the Province were blamed for the decline in price in Charlotte and Saint John counties. It is thought that the total number of traps set exceeded that of last year and that more fishermen were engaged in the work.

## Atlantic States Commission

(Continued from page 13)

natural resources (which include aquatic life) within their boundaries, and within the coastal waters contiguous to the respective states. This contention was upheld as far back as 1842 by the Supreme Court of the United States, in *Martin v. Waddell*, and had been followed in more than fifty Supreme Court decisions since.

"For example in *Manchester v. Massachusetts* (1891), Mr. Justice Blatchford speaking for the Court quoted with approval from Chief Justice Shaw's opinion in *Dunham v. Lamphere*, 'the right to the fisheries and power to regulate them were left by the Constitution of the United States with the states subject only to such powers as Congress may justly exercise in regulation of commerce, foreign and domestic'... and said, 'The extent of the territorial jurisdiction of Massachusetts over the sea adjacent to its coast is that of an independent nation, and except so far as any right of control over this territory has been granted to the United States this control remains in the state.'

"The only variance from this established policy by the Supreme Court was in the much disputed and controversial *Tidelands* decision (*United States v. California*, 1947), but in that case it is pointed out that even though the Court held that the mineral rights in the submerged lands adjacent to the California coast did not belong to the State of California, it distinguished between aquatic life and mineral rights in the marginal sea and did not overrule former decisions with respect to the fisheries.

"And in a later case, *Toomer v. Witsell* (1948), the Supreme Court held that South Carolina has power to regulate shrimp in the marginal sea off the shores of that State 'at least where the Federal Government has made no conflicting assertion of power.' There it was found that the case 'evinces no conflict between the South Carolina's regulatory scheme and any assertion of Federal power.'

"This jurisdiction of the states over the fisheries has been emphasized by the action of Congress between 1942 and 1949 in approving interstate compacts on the Atlantic, Gulf and Pacific Coasts. All three such consent acts clearly recognize the right of the states to cooperate in joint programs for the promotion and protection of the fisheries of their respective seaboard. In none of such compacts is there a limitation as to territorial waters.

"In *Skiriotes v. Florida* (1941), the Court upheld a state statute regulating sponge fishing beyond territorial waters although there was a federal statute on the same subject. The Court held that Congressional action to regulate sponge fishing in the Gulf of Mexico occupied a limited field and that the authority of the state to protect its interests by additional or supplementary legislation is unimpaired—that in the absence of conflicting federal legislation such legislation is within the police power of the state, that it applies equally to all persons within the jurisdiction of the state."

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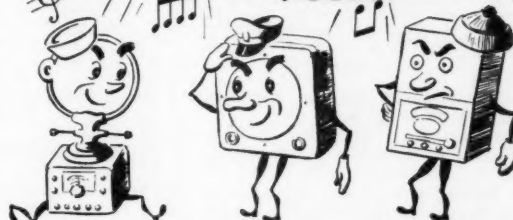


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# Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers

## ANCHORS

- Danforth Anchors, 2121 Allston Way, Berkeley, Calif.  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.  
\*Northill Co., Inc., Los Angeles 45, Calif.

## BATTERIES—STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
Surrette Storage Battery Co., Salem, Mass.  
Willard Storage Battery Co., Cleveland, O.

## BOOTS

- \*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CANS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

- J. F. Carter Co., Beverly, Mass.  
Hodgman Rubber Co., Framingham, Mass.  
H. M. Sawyer & Son Co., East Cambridge, Mass.  
\*United States Rubber Co., Rockefeller Center, New York, N. Y.

## CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

## COLD STORAGE

- Seb. Messcher, 3940-46 So. Calumet Ave., Chicago 15, Ill.  
Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

- Marine Compass Co., Pembroke, Mass.  
\*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.  
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.  
\*Wilfrid O. White & Sons, Inc., 90 State St., Boston, Mass.

## CORDAGE

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*The Edwin H. Fittler Co., Philadelphia 24, Pa.  
\*New Bedford Cordage Co., 131 Court St., New Bedford, Mass.  
Tubbs Cordage Co., San Francisco, Calif.

## DEPTH FINDERS

- \*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.  
\*Bludworth Marine, 92 Gold St., New York 7, N. Y.  
\*Kaar Engineering Co., Palo Alto, Calif.  
\*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## DIRECTION FINDERS

- \*Bludworth Marine, 92 Gold St., New York 7, N. Y.  
Fisher Research Laboratory, Inc., Palo Alto, Calif.  
\*Kaar Engineering Co., Palo Alto, Calif.  
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.  
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.  
\*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ENGINE CONTROLS

- Sperry Products, Inc., Hoboken 1, N. J.  
\*Westinghouse Air Brake Co., Wilmerding, Pa.

## ENGINES—DIESEL

- The Buda Co., Harvey, Ill.  
\*Caterpillar Tractor Co., Peoria, Ill.  
Cleveland Diesel Engine Div., General Motors Corp., 2160 W. 106th St., Cleveland 2, Ohio.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
\*Cummins Engine Co., Columbus, Ind.  
\*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.  
\*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.  
\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.  
The Edson Corp., 49 D St., South Boston, Mass.  
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.  
\*Fairbanks, Morse & Co., Chicago, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
\*The Lathrop Engine Co., Mystic, Conn.  
\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.  
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.  
\*Nordberg Mfg. Co., Milwaukee, Wis.  
Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.  
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.  
H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.  
\*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.  
\*Red Wing Motor Co., Red Wing, Minn.  
Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.  
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## ENGINES—GASOLINE

- Chris-Craft, Marine Engine Div., Algonac, Mich.  
\*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
\*The Lathrop Engine Co., Mystic, Conn.  
\*Nordberg Mfg. Co., Milwaukee, Wis.  
Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.  
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.  
\*Red Wing Motor Co., Red Wing, Minn.  
\*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## FISHING GEAR

- \*F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.  
\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH MEAL MACHINERY

- \*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

## FLOATS

- New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.  
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## FORD MARINE CONVERSIONS

- Osco Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.

## FUEL INJECTION SYSTEMS

- G & K Diesel Service, 12 Atlantic Ave., Boston, Mass.

## GENERATING SETS

- \*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan  
\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.  
\*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.  
\*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.  
Witte Engine Works, Kansas City 3, Mo.

## GENERATORS

- The Imperial Electric Co., Akron, Ohio.  
\*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

## HOOKS

- Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.  
O. Mustad & Son, Oslo, Norway.  
\*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.  
Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

## LORAN

- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS

- \*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.  
R. J. Ederer Co., 540 Orleans St., Chicago, Ill.  
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.  
\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.  
A. M. Starr Net Co., East Hampton, Conn.

## OIL—LUBRICATING

- Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.  
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.  
\*Soco-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

## OIL—PENETRATING

- \*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

## PAINTS

- Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.  
Hart and Burns Inc., Riverside, Calif.  
Henderson & Johnson, Inc., Gloucester, Mass.  
\*International Paint Co., Inc., 21 West St., New York, N. Y.  
Pettit Paint Co., Belleville, N. J.  
Pittsburgh Plate Glass Co., Pittsburgh, Pa.  
Tarr & Wonson, Ltd., Gloucester, Mass.

## PRESERVATIVES

- The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.  
Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

## PROPELLERS

- \*Columbian Bronze Corp., Freeport, N. Y.  
Federal Propellers, Grand Rapids, Mich.  
F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.  
\*Hyde Windlass Co., Bath, Me.  
\*Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

- \*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.



## PUMPS

The Edison Corp., 49 D St., South Boston, Mass.  
Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

## RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

## RADIO TELEPHONES

\*The Harris Co., Portland, Me.  
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.  
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.  
\*Kaar Engineering Co., Palo Alto, Calif.  
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.  
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

## RANGES

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.  
"Shipmate": Stamford Foundry Co., Stamford, Conn.

## REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.  
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.  
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

## RUST PREVENTIVE

\*Sudbury Laboratory, Box 780, South Sudbury, Mass.

## SEAM COMPOUNDS

Standard Dry Wall Products, Box X, New Eagle, Pa.

## SHIPBUILDERS

Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.  
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
\*Diesel Engine Sales Co., Inc., St. Augustine, Fla.  
\*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

## SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.  
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

## STEERING GEAR

The Edison Corp., 49-51 D St., South Boston, Mass.  
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## STERN BEARINGS

\*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.  
Hathaway Machinery Co., New Bedford, Mass.

## WHISTLES

\*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

## WINCHES

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.  
Hathaway Machinery Co., New Bedford, Mass.

## WIRE ROPE

\*American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio  
Bethlehem Steel Co., Bethlehem, Pa.  
\*John A. Roebling's Sons Co., Trenton 2, N. J.  
Wickwire Spencer Steel Division, Palmer, Mass.

## Coast of Labrador

(Continued from page 17)

Heads with their vivid green festoons of moss, past Cape Harrigan, worst place on the coast for storms and fog—twelve miles out to the rocky islands with the incongruous name, "The Farmyards," and then twelve miles back again after just one call.

The maps in the chart room are well thumbed, for it is a treacherous coast at best, even without the icebergs that come floating down from the Arctic in early Summer.

## Trading Posts for Eskimo Fishermen

Fish is the life of the coast, not only for the Summer population of schooner men, but for the thousand Eskimos of Labrador who today, under a scheme of government rehabilitation, are making it pay more than ever before. Left to their own devices, they were barely making a living before the Department of Natural Resources stepped in, bought six Hudson's Bay Company posts in 1942, and set about the betterment of the Eskimo's lot.

The stores—operated by the government-owned Northern Labrador Trading Operations—sold goods as near cost as possible. Next, they put into service several small store boats, to take supplies, at the same price, to the fishing grounds so that resident fishermen need not leave their nets when cod were running.

For the Eskimo, they brought new nets, boats and the information on how to use them. So efficient was the training that Eskimo earning power increased about 300 percent the first four years the plan was in operation. Payment for new equipment was required, but was frequently token payment. For a new boat, for instance, the price was six quintals of cod—payable over six years. Cod traps were introduced for the first time and the Eskimo proved efficient in their use.

Quantity of catch jumped from 2,000 quintals in 1943 to 9,000 quintals by 1948—valued at \$180,000.

Headquarters of the rehabilitation plan is in St. John's, Newfoundland, under the direction of the secretary of the Department of Natural Resources. The Winifred Lee, that gathers information on fishing and weather conditions as it goes up the coast, makes reports to the department which, in turn, uses the information in helping the native fisher folk.

Salmon, sea trout and some other varieties are present in Labrador, but none are so important commercially as cod. The sharks found along the coast are not used for anything, not even dog food, although a thriving whaling station operates at Hawk's Harbour where four small whaling vessels are responsible for the harpooning and processing of about 450 whales every year.

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## CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

### MARINE BARGAINS

Aux. sloop, Friendship type, 34' x 10'6" x 5'3", built 1935, oak and pine, sails and rigging new 1948, sleeps 3-4, toilet and galley, complete equipment, 25 hp. Universal engine new 1947. All in excellent condition, asking \$3,250. Diesel powered party boat, 64'10" x 17'5" x 4'6", built 1927, two Gray 165 hp. Diesels on one shaft. Full equipment. Licensed for 85 persons, 15 miles offshore fishing. All in fine condition, \$25,000. Any reasonable offer will be considered. Our listings cover druggers, freighters, fish boats, marine engines, etc. Write us as to your requirements. Knox Marine Exchange, Inc., Camden, Me.

### ENGINES WANTED

Several Sterling Petrel gas engines, fresh water cooled and built since 1940. Must pass rigid inspection. Knox Marine Exchange, Camden, Me.

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Boat Frances & Marion, 50' long, 16' beam, 6' depth, Diesel power, 2 sets doors, 4 nets, radiotelephone, Fathometer, all in excellent condition. Will ice 22,000 lbs. Ready to go fishing. Contact S. Santos, 164 A Bradford St., Provincetown, Mass. Phone Provincetown, Mass. 933.

### ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8 $\frac{3}{4}$ , 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, \$2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

### FOR SALE

New modern building, 12,000 ft. on bank of Mississippi River, trackage, excellent for wholesale fish and frozen food business, life opportunity. Write Sol Lindenberg, 503 So. 14th, La Crosse, Wisc.

### SAVE \$1300 ON MURPHY DIESEL ENGINE

Murphy Diesel marine engine, Model ME-100 (demonstrator). 100 hp., 5 $\frac{3}{4}$ " bore x 6 $\frac{1}{2}$ " stroke, @ 1800 rpm., with 3:1 Twin Disc reverse and reduction gear, Twin Disc front-end power take-off, 20 hp. @ 1200 rpm., 32 volt, 1500 watt generator, cooling water heat exchanger, fresh water pump, sea water pump, instrument panel and all accessories. Today's list price, \$5400. Our price, \$4100. Furnival Machinery Co., 54th & Lancaster, Phila. 31, Pa.

### WINCH FOR SALE

One Gloucester type dragging winch, capacity 500 fm. of  $\frac{5}{8}$ " wire rope. Winch overhauled a year ago. Has worm gear reducer in center of winch, ratio 10-4/5:1. Has Kinney clutch friction hauling and throw-in. May be seen at Beacon Marine Basin, Gloucester, Mass. For price and further information contact The Gloucester Machine Shop Corp., Gloucester, Mass.

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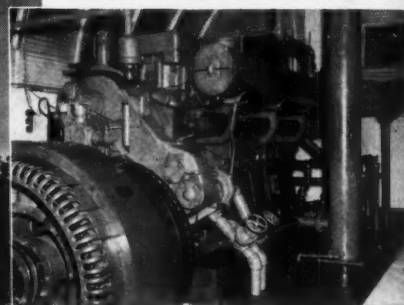
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Above, left: "David K. Phillips", "Margaret", "Alden S. Swan" and "William S. Brustar", 125' to 130' over-all, all repowered from 1944 to 1947 with Cooper-Bessemer direct-reversing diesels ranging from 515 to 730 bhp.

Above, right: Exterior and interior view of diesel-electric plant, powered by a super-charged Cooper-Bessemer 865 hp JS-6 diesel driving a 600 kw Elliot generator. Radiators adjacent to power house cool engine jacket water and water for lube oil cooler.

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